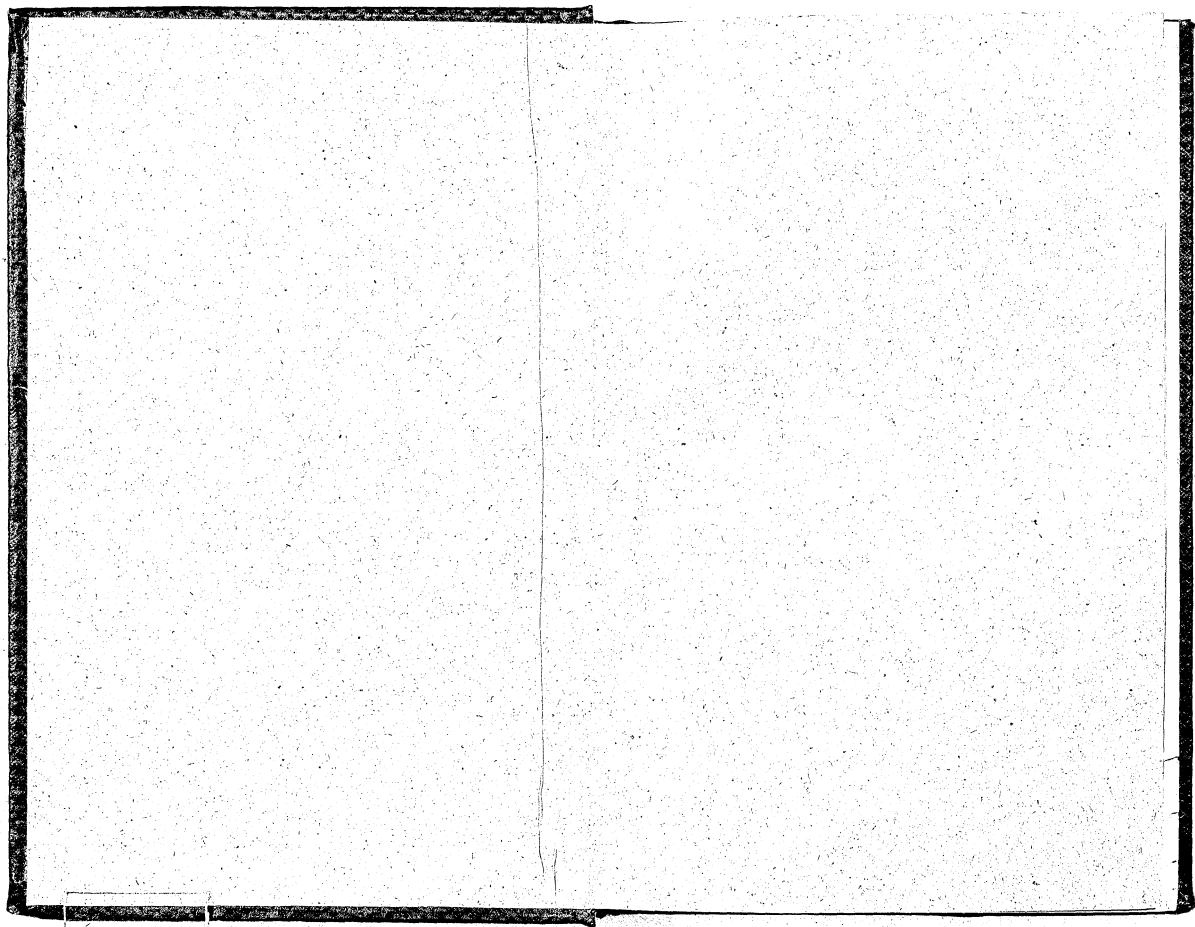
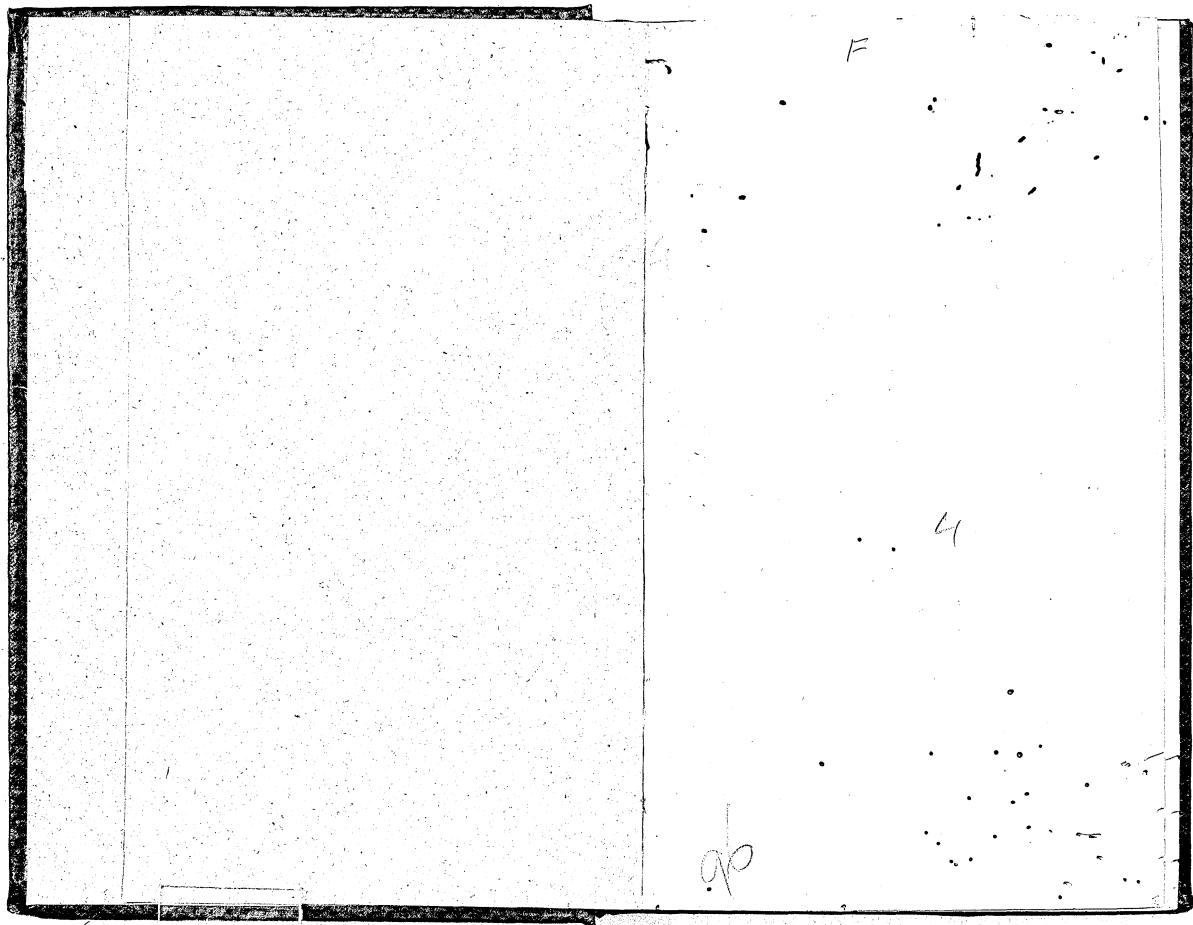


REPORT  
OF  
THE COMMITTEE  
OF THE  
PENNSYLVANIA CHAMBER OF COMMERCE

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FOR THE YEAR - 1908  
APPENDICES





REPORT  
OF  
THE COMMITTEE  
OF THE  
BENGAL CHAMBER OF COMMERCE,  
FOR THE YEAR 1903.

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APPENDICES.

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PORT TRUST.

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## CALCUTTA PORT TRUST.

### PORT BOUNDARIES.

#### NOTIFICATION No. 54.—MARINE.

*The 2nd March, 1897.*—In exercise of the powers conferred by section 5 of the Indian Ports Act (X of 1889), 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, in supersession of Notification No. 27.—Marine, dated the 4th April, 1893, to declare that the precise extent of the limits of the said port, and of the navigable river and channels leading to the said port, in which the said Act is in force, shall be as follows :—

#### *The Port of Calcutta.*

*On the North.*—A line drawn from the boundary pillar at the Cossipore Gun Foundry Ghât to a point on the opposite side at Ghoswary.

*On the South.*—A line drawn from a masonry pillar placed at the mouth of the Budge-Budge Khâll 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 50 yards above high water mark at spring tides ; (b) all lands comprised in the area occupied by the Kidderpore Docks and the adjoining works constructed for the purposes of such docks ; (c) that portion of Tolly's Nala which lies between Hastings Bridge and the entrance to the Kidderpore Dock Canal ; (d) so much of Tolly's Nala as lies to the west of a line drawn across the Nala, 25 feet to the west of Hastings Bridge, and (e) the Petrolum Depot at Budge-Budge, including all lands, sheds, railway sidings and other works appertaining to it.

#### *The navigable river and channels leading to the Port of Calcutta.*

*On the North.*—The Port of Calcutta as above defined.

*On the South.*—A line drawn east and west from the Eastern Channel Floating Light-vessel.

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

*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 26th April, 1875, which vested them with the powers of Conservators of the Port, and by an order dated the 29th November, 1881, which vested them with the powers of Conservators of the navigable river and channels leading to the Port.

A. D. MCARTHUR, Colonel, R.E.,

Secy. to the Govt. of Bengal.

# 4 PORT FEES.

Under the provisions of section 96 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.

## GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

### PORT RULES.

#### NOTIFICATION No. 96—MARINE.

*The 5th October, 1894.*—Under the powers conferred upon him by section 6, sub-section (1) of the Indian Ports Act, 1889, as amended by Act V of 1891, and in supersession of the existing rules for the Port of Calcutta made under section 7 of Act XII of 1875, the Lieutenant-Governor has been pleased to make the following revised rules.

C. W. ODLING, C. S.,

*Secy. to the Govt. of Bengal.*

1. In these Rules the word "Commissioners" shall be understood to mean "The Commissioners of the Port of Calcutta," as constituted by Act III (B. C.) of 1880.
2. In these Rules the words "Howrah Bridge" shall be understood to mean the Bridge constructed and maintained under the provisions of Act IX (B. C.) of 1871.
3. In these Rules the word "dark" shall be held to mean half-an-hour before sunrise, and the word "dark" to mean half-an-hour after sunset.
4. No vessel of the burthen of 200 tons or upwards coming into the port shall proceed above the house of the Superintendent of the Government Botanical Gardens (hereinafter called Garden House), or move from one place to another within the port, above Garden House, between dark and daybreak, without the special permission of the Commissioners, provided that a vessel, which has arrived above Garden House before dark, may at once proceed to a safe anchorage at any part of the port between Tolly's Nala and Prinsep's Ghat.
5. Steam-tugs having no vessel in tow shall be permitted to enter the port after dark at their own risk, but they shall not proceed above Chandalp Ghat. Steam-tugs shall be held liable for any damage which they may cause by moving at night.
- \*6. No vessel of the burthen of 200 tons or upwards shall steam, sail, or be towed up on the flood, or down on the ebb, within the port, above Garden House, without the special permission of the Commissioners; and in

\* With reference to Port Rule No. 6 the following instruction for the guidance of Assistant Harbour Masters is published for general information:—  
"A sufficient Harbour Master may, without a special order from the Harbour Master's Office, to turn outward bound vessels until they are below the Lower College Boat Quay."

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 vessels shall not exceed four miles an hour through the water. A vessel arriving off Garden House on the last quarter of the flood, and bound for the Kidderpore Docks, will be allowed to steam up until opposite the entrance of the Docks.

7. No vessel shall steam, sail, or be towed up on 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.

7a. No vessel shall be moved within the Port of Calcutta unless the steam tug or other agency by which such vessel is to be moved shall, in the opinion of the Commissioners, be sufficiently powerful for the purpose.

8. Vessels may at all times drop up or down the port above Garden House with their anchors on the ground. Vessels dropping up or down with the tide, shall in no case proceed at a greater speed than is absolutely necessary in order to keep them under command.

9. All vessels anchored or moored in the stream within the port shall exhibit, between dark and daybreak, where 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 8 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 Trade's Regulations, with the exception of cargo boats, bhurs, budgerows, up-country and passenger row boats, which shall carry such lights as shall from time to time be prescribed at the time of licensing.

10. A free channel of not less than 200 yards in width shall be kept for vessels moving up or down the river in the port, and also free passages to piers, jetties, landing-places, wharves, quays, docks and moorings; and all vessels shall move when ordered to clear such channel or passages.

11. The river between the lower buoy of the College Sand and Motteenbrooj Ghat shall be kept clear for turning inwards or outward bound vessels, and no vessels shall anchor within these limits. Between the College Sand and Tolly's Nala vessels cannot anchor without infringing the preceding rule. All vessels intending to anchor in Garden Reach shall be moored below Motteenbrooj Ghat 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 Motteenbrooj Ghat shall moor in the stream between Prinsep's Ghat and Tolly's Nala, leaving the clear channel of 200 yards described by the preceding rule.

12. 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.

13. 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.

14. No steam vessel shall proceed at a greater rate of speed than four miles an hour through the water when inside moorings, and no such steam vessel shall proceed at a greater rate of speed than four miles an hour through the water 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 Ahereotah on the north.

15. 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.

16. Inland steamers and flats lying above the Howrah Bridge shall not haul out of moorings during the freshets on the last quarter of the ebb.

17. 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.

18. No vessel shall make fast to or use any of the moorings, whether fixed or swinging, without the permission of the Commissioners.

19. 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.

20. After a vessel is moored, she shall not be moved without the permission of the Harbour Master.

21. All vessels lying at swinging moorings shall, during the freshets (5th June to 31st October), in addition to their bow chain, have, the end of a good hawser also fast to the ring of the moorings.

22. All vessels moored in the stream shall keep a clear hawse.

Vessels in the stream to keep a clear hawse?

Vessels at swinging moorings, how to be fastened.

Vessels not to move without Harbour Master's permission.

Applications for Assistant Harbour Master to be made to the Harbour Master.

Vessels to be berthed and moved at the discretion of the Commissioners.

Inland vessels moved above bridge.

Ferry steamers may be exempted.

Speed of steamers inside moorings.

Speed of steamers inside moorings.

River steamers and tug steamers exempted.

Vessels entering the Port at neap tides.

23. 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. In cases where the vessel has no spare hawse pipe, the towing hawse is to be bent on over all in lieu of the chain cables.

24. No vessel shall lie at single anchor in the port unless a Pilot or Assistant Harbour Master is on board.

25. All vessels placed in the moorings on the ebb tide shall, during spring tides, when bores are expected, have their stern fastenings in time of bore. Hawse passed from each quarter pipe abaft the main must, and made fast to the stern moorings, if possible; otherwise to their own chains close to the moorings, and have tant with sufficient strain to relieve the jerk on the chains and bits when the bores come up.

26. 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.

27. 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.

28. 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, when so required by the Assistant Harbour Master in charge, remove all boats and other projections likely to damage the jetties and cranes.

29. From the 1st day of May until the 30th day of June, and from the 1st day of October to the 15th day of November, all sailing vessels in port 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, if required. Vessels about to leave the port may send their top-gallant yards aloft 48 hours before leaving the moorings. Vessels entering the port between the above dates, having top-gallant masts and 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.

30. On the occurrence of signs of an approaching cyclone, a black drum will be hoisted during daylight from the flagstaff on the roof of the Commissioners' office, Koila Gh4, 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

Additional precautions to be taken on approach of bad weather.

Rules for regulating striking off yards and masts.



exhibited from the same flagstaffs. When those signals are displayed, masters of vessels shall immediately take every precaution in their power to make their vessels snug and secure, by having awnings furled, and the lower and top-sail yards counter-braced, or pointed to the wind, as seems best. The cables shall be bent to both lower anchors when possible.

31. Vessels arriving in port with coal or other cargo, likely to cause nuisance, shall not moor above Garden Reach moorings without the permission of the Commissioners.

32. Vessels referred to in rule 31 shall discharge their cargo from whichever side the Harbour Master may direct, and shall adopt such measures as he may order for the abatement of the nuisance arising from the discharge.

33. With the exceptions hereinafter noted, no vessel of or exceeding 200 tons burden shall, without the special sanction of the Commissioners, move up or down the port through the ship opening of the Howrah 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 stowage way. No river steamer shall pass through the opening with more than two vessels in tow.

*Exceptions*.—Tag 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 openings.

34. No steam vessel shall attempt to pass any other vessel proceeding in the same direction whilst between the pontoons of the Howrah Bridge.

35. No steam vessel shall have in tow more than two cargo boats when proceeding through the bridge opening with the tide.

36. No inland steam vessel, the beam of which exceeds 30 feet, or when towing flats or boats abreast, her beam added to that of the tow exceeds 30 feet, shall, when moving up or down the port, proceed through the 60 feet opening of the Howrah Bridge, unless such vessel is propelled or towed by steam against the tide.

37. No steam vessel shall pass through the bridge opening without first sounding its whistle.

37a. No steam vessel within port limits shall sound her whistle or siren when lying at moorings at a gnat or at anchor.

The tying down of the lever of the steam whistle and allowing it to go on sounding continuously is prohibited.

Any infringement of this rule will render the offender liable to a penalty under section 54 of the Act.

38. All vessels about to leave the port shall hoist the Blue Peter Signal of departure at the fore at 6 A. M. on the day previous to that on which they leave the moorings, and shall keep it hoisted, until the pilot takes charge of the vessel to take her to sea.

39. No person shall smoke or use naked lights of any description in the hold or between decks, or in any enclosed space on the upper deck in which stores, cargo or inflammable materials are stored, of any vessel within the port, or in any dock belonging to the Commissioners within the port.

40. 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 dry dock.

41. 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 100 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.

42. 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 specially that the pins of the shackles can be immediately knocked out.

43. All vessels in port shall adopt sufficient precautions and guards to prevent injury to persons or goods through the discharge of steam from any part of the vessel.

44. When cargo is being loaded into, or unloaded from, a vessel through any of her hatchways, whether on deck or below, the longitudinal (fore and after) and athwartship beams and hatchway covers of such hatchways shall be secured in such a manner as will ensure their not falling into the hold.

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

\* 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 place where her services may be required. The fire-engine station is at Fort Point, where the vessel is moored, and where a look-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.

† Vide Government of Bengal Notification No. 23—Marine, of 24th February, 1903

This rule is not to apply to a boat carrying the agent or other person having business with the vessel.

48. No vessel of more than ten tons burthen shall, without such license as hereinafter is mentioned, be afloat within the port without having on board thereof a crew of not less than the number set forth in the first schedule hereto.

A sufficient crew to be maintained on board vessels lying in port.

50. It shall be lawful for the Commissioners, by any writing under power to revoke their hand, in the Form B in the second schedule hereto, to revoke such license; and from and after the publication of such revocation, by posting a copy thereof upon some conspicuous part of such vessel, the provisions of Rule 48 shall apply to such vessel as if no such license had ever been granted.

52. During such time as any such order shall remain in force, the provisions of Rule 48 shall not apply to any vessel lying or being within the limits of any such creek, river, or dock, as the same shall be defined by such order.

54. The master shall afford such information in regard to the occurrence of the disease as the Health Officer may require, and shall carry out such responsible instructions regarding the cleaning and disinfection of the vessel, and the disposal of polluted clothing, bedding, &c., as that officer may consider it necessary to give.

56. On the occurrence of a death on board, the master shall, without delay, inform the Port Police, whose permission shall be obtained before the corpse is removed.

57. No cargo boat or flat of any description shall ply for hire within the port unless licensed and registered by the Commissioners. No licensed and registered cargo boat or flat shall be allowed to ply within the port except under the direction of a manjee, serang or officer licensed and registered by the Commissioners. The registration of cargo boats or flats which do not ply for hire is optional.

59. Every license granted under these rules shall continue in force for one year from the date on which such license was issued, unless it shall have been revoked under the provisions of these rules. The license is not transferable; and if the ownership of the boat or flat be changed, notice of the transfer must be given to the Commissioners before it again plies in the port.

(a) That the boat or flat is in good order and suited for the conveyance of cargo within the port ;

- (b) The tonnage of such boat or flat, that is, the quantity of cargo she is authorized to carry, as ascertained by the following rules;
- (c) The number of crew required for the safe navigation of such boat or flat, according to the annexed scale; and
- (d) The lights to be exhibited between dark and daybreak.

*Rules for ascertaining Tonnage of Boats or Flats.*

*Length.*—Measure the length from the inside stem to inside stern-post.

*Breadth.*—Measure the breadth from side to side inside ceiling plank under the deck beams amidships.

*Depth.*—Measure the depth from underside of deck beam amidships to upperside or floor ceiling plank.

Then multiply the length, breadth, and depth together, and the product—

- by .009 for flush-decked, square-built, and open cargo boats and flats;
- by .007 for bazar boats;
- by .0064 for open country boats, such as pansways, bhars, dinghees, and bhowelals;
- by .0058 for open country boats known as hollals;
- by .0063 for open country boats known as chotes.

The result will be the tonnage of the boat or flat.

The foregoing formula shall be used in measuring boats and flats of class I up to a burden of 50 tons, but the measurement of boats or flats of that class exceeding 50 tons shall be made under the rules of the Merchant Shipping Act, provided that the Boat Surveyor of the Commissioners shall be authorized to measure boats of class I of any size under the rules of the Merchant Shipping Act, when the owners show that the measurements made according to the above formula are inaccurate or oppressive.

Having ascertained the tonnage of a boat or flat, that is, the quantity of cargo she is authorized to carry in accordance with the foregoing rules, the Boat Surveyor of the Commissioners shall, by a conspicuous mark on the boat's or flat's side, indicate for every boat or flat exceeding 10 tons the depth to which she will be immersed when carrying the quantity of cargo for which she is licensed.

**NUMBER OF CREW TO BE CARRIED BY CARGO BOATS AND FLATS.**

*Class I.—Square-built, open or decked cargo boats.*

Boats of not more than	15 tons,	5 men,	including manjee.
Above 15 and not above	20 "	6 "	"
"	20 "	30 "	7 "
"	30 "	35 "	8 "
"	35 "	40 "	9 "
"	Above 40 "	10 "	"

Flats, half the above number.

*Class II.—Dinghi-built bhars and open country boats.*

For boats not exceeding 20 tons, 4 men, including manjee.

"	"	30 "	5 "
"	"	40 "	6 "
"	above	40 "	"
but not exceeding	50 "	7 "	"

61: The number of every licensed boat or flat shall be branded by the Boat Surveyor of the Commissioners on the boat or flat, and shall also be painted in figures not less than six inches long on both sides of the boat or flat.

62. The owner or his agent, or the manjee, serang or officer in charge of any licensed boat or flat shall not permit any quantity of cargo more than that for which such boat or flat has been licensed to be carried in such boat or flat at one time, and shall not permit such boat or flat to ply unless provided with the number of crew stated in the license. The boat or flat must be kept thoroughly clean and shall always bear the numbers branded and painted on it under the provisions of the previous rule, and be provided with a pump, lights, ground tackle, and fittings in working order as specified in the license.

63. The license granted for any cargo boat or flat may be revoked whenever such boat or flat is, in the opinion of the Commissioners, unfitted for the conveyance of cargo, or when any breach of the conditions of the license or the Port Rules has been committed by the owner or his agent, or the manjee, serang or officer in charge of the boat or flat.

64. No cargo boat or flat shall lie at the Inland Vessels Wharves, unless when receiving or discharging cargo, and all cargo boats or flats shall cast off from the mooring post and move from one place to another when required by an officer duly authorized by the Commissioners.

65. No cargo boat or flat shall obstruct the free navigation of the port, or the approaches to wharves, jetties or landing-stages, and no cargo boat or flat shall be moored, or land or ship goods at any bathing ghât.

66. Cargo boats or flats, when under weigh within the port, shall be under oars or sail or in tow of a steamer to enable them to keep clear of moving steamers or ships.

67. Cargo boats or flats moving up or down in port, when proceeding to or from vessels occupying fixed moorings, shall keep as close as possible to the line of fixed moorings. Other cargo boats or flats moving up or down shall keep to the west of the line of swinging moorings.

68. Not more than three cargo boats or flats shall make fast to one mooring buoy at the same time, and any cargo boat or flat which has made fast to a mooring buoy shall cast off when required by an officer duly authorized by the Commissioners.

69. Every cargo boat or flat shall be provided with an iron caboose or fireplace, to be kept on deck, or in such other part of the boat or flat as the Boat Surveyor of the Commissioners may direct and no fire shall be permitted in any other part of the boat or flat.

70. The Commissioners may, if they think fit at any time, order any licensed cargo boat or flat to be re-surveyed without any charge to the owners, and they may also revoke at any time any license granted to any owner or manjee, serang or officer, and it shall be competent to the Commissioners to refuse any application for the issue of a license.

71. Whenever any accident shall occur to a licensed cargo boat or flat, the manjee, serang, or officer in charge, or the owner of the boat or flat, shall at once proceed to the nearest Port Police-station and report the circumstances connected with the accident to the officer in charge.

72. The owner or agent or manjee of a licensed cargo boat when plying for hire shall not, without good reason, refuse to carry cargo in such boat.

73. Every licensed cargo boat or flat, when plying, shall have its license on board, and it shall be produced when required.

74. Every registered manjee, serang or officer shall be provided with a metal license ticket, upon which shall be legibly painted the number of his license; and every such manjee, serang or officer, when in charge of licensed cargo boat or flat, shall wear his ticket exposed to view. No manjee, serang or officer, without such ticket shall be in charge of any licensed cargo boat or flat.

75. Whenever the number of any manjee, serang or officer's license ticket shall become obliterated or defaced, so that the same shall not be distinctly legible, and also when any manjee, serang or officer's license ticket shall have been lost or mislaid, the manjee, serang or officer shall apply to the Commissioners for a renewal thereof, and the Commissioners shall, upon the payment of the fee mentioned in the scale of charges framed under section 106 of Act III of 1890, deliver to the manjee, serang or officer a new license ticket.

76. On the expiration or other determination of the license, the manjee, serang or officer shall deliver his metal ticket to the Boat Surveyor of the Commissioners.

77. No manjee, serang or officer shall lend or transfer his ticket to any other person, and no such ticket shall be used by any such person.

78. No person in charge of any licensed cargo boat or flat plying within the limits of the port shall use, or wear, or have any ticket resembling the metal ticket granted under the authority of the rules.

79. The manjee of every licensed cargo boat plying for hire within the port shall, when waiting for hire at the wharves, have a hiring note, showing the rate at which such boat can be hired by the day.

80. Every owner or agent of licensed cargo boat or flat shall, on the 1st August and 1st December in each year, submit a return to the Commissioners, showing the number of licensed boats or flats belonging to him, plying on the last day of the previous month.

*Rules for licensing and regulating Passenger Boats and Flats.*

81. No catamaran, flat, passenger or other boat shall ply for hire, whether regularly or only occasionally, in, or partly within and partly without, the limits of the port, unless licensed and registered by the

\* By Bengal Government, Marine Department. Notification No. 157—Marine, dated 25th October, 1898.

Commissioners. No such vessel shall be allowed to ply as aforesaid except under the direction of a person licensed by the Commissioners.

82. Every application for the licensing and the registration of a catamaran, flat, passenger or other boat, shall be made in writing to the Commissioners, and shall contain particulars of the owner's name and residence; or in the event of the owner not residing in Calcutta, the name and residence of the agent duly authorized to act for him; a description of the vessel, and the number of passengers which it is intended to carry.

83. Every license granted under these Rules shall continue in force for one year from the date on which such license was issued, unless it shall have been revoked under the provisions of these Rules. The license is not transferable; and if the ownership of the boat or flat be changed, notice of the transfer shall be given to the Commissioners before the boat or flat again plies in the Port.

84. No license shall be granted to any catamaran, flat, passenger or other boat, until such vessel shall have been surveyed by the Boat Surveyor of the Commissioners, and he shall have granted a certificate stating the following particulars:—

- (a) That such vessel is in good order and suited for the accommodation of passengers.
- (b) The number of passengers which may be carried.
- (c) The number of crew required for the navigation of such vessel, and the number of such crew who should be required to remain on board at night, or when the vessel is lying at anchor, at other times, according to the following scales.
- (d) The lights to be exhibited between dark and daybreak.

*Crew required for navigation.*

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

"	"	15	"	4	"	"	"
"	"	20	"	5	"	"	"
"	"	25	"	6	"	"	"
"	"	30	"	7	"	"	"
"	"	35	"	8	"	"	"

Flats, half the above number.

*Crew required to remain on board at night, or when lying at anchor at other times.*

Boat licensed to carry	10 passengers	... 1 man.
"	15—20	" ... 2 men.
"	25	" ... 3
"	30—35	" ... 4

*Rules for ascertaining the number of passengers catamarans, flats, passenger and other boats are to carry.*

Divide the superficial area in square foot of the floor space available for the accommodation of passengers by 6, and the result will be the number of passengers the vessels may be licensed to carry.

A passenger license entitles a vessel to carry cargo without a cargo license having been taken out.

85. The number of every licensed boat or flat shall be branded by the Boat Surveyor of the Commissioners on the boat or flat, and shall also be painted in figures not less than six inches long on both sides of the boat or flat.

86. The owner or his agent, or the manjeer, serang or officer in charge of any licensed boat or flat, shall not permit any number of persons more than that for which such boat or flat has been licensed, to be carried in such boat or flat at one time, and shall not permit such boat or flat to ply, unless provided with the number of crew stated in the license. The boat or flat must be kept thoroughly clean, and shall always bear the numbers branded and painted on it under the provision of the previous Rule, and be provided with a pump, lights, ground tackle and fittings in working order as specified in the license.

87. In the computation of the number of persons in addition to the crew carried in any vessel, two children below the age of 12 years shall be counted as one person; and every two mannds weight of luggage shall be counted as equivalent to one person.

88. The license granted for any catamaran, flat, passenger or other boat may be revoked by the Commissioners whenever such vessel is, in the opinion of the Commissioners, unfitted for the conveyance of passengers, or when any breach of the conditions of the license or the Port Rules has been committed by the owner or his agent, or the person in charge.

89. No catamaran, flat, passenger or other boat shall obstruct the free navigation of the Port, or the approaches to wharves, jetties, landing-stages, or occupy the portions of the bank set aside for lathing ghats.

90. The Commissioners may, if they think fit, at any time, order any catamaran, flat, passenger or other boat to be re-surveyed without any charge to the owners; and they may also revoke at any time any license granted for any such vessel, or to the person in charge thereof, and it shall be competent to the Commissioners to refuse any application for the issue of a license.

91. Whenever any accident shall occur to a registered catamaran, flat, passenger or other boat, the person in charge or the owner shall at once proceed to the nearest Port Police-station and report the circumstances connected with the accident to the officer in charge.

92. When any property belonging to passengers or others is left in a catamaran, flat, passenger or other boat unclaimed, the property so left shall be at once sent by the person in charge to the Superintendent, Port Police, and a report of the circumstances connected with the property shall be entered in a book kept for that purpose by the Police.

93. No person in charge of a licensed catamaran, flat, passenger or other boat plying for hire for passengers in the Port shall, without good reason, refuse to carry a passenger in such vessel.

94. Every licensed catamaran, flat, passenger or other boat when plying, shall have its license on board, which shall be produced when required by any passenger, the Port Police, or any Officer of the Commissioners.

95. Every person licensed under Rule 81 shall be provided with a metal license ticket, upon which shall be legibly painted the number of his license; and every such person when in charge of a licensed vessel shall wear his ticket exposed to view. No person without such ticket shall be in charge of any catamaran, flat, passenger or other boat.

96. Whenever the number of any license ticket shall become obliterated or defaced, so that the same shall not be distinctly legible, and also when any license ticket shall have been lost or mislaid, an application shall be made to the Commissioners for renewal thereof, and the Commissioners shall, upon the payment of the fee mentioned in the scale of charges framed under section 106 of Act III of 1890, supply a new license ticket.

97. On the expiration or other determination of any license, the ticket shall be returned to the Boat Surveyor of the Commissioners.

98. No manjeer, serang or officer in charge of any licensed boat or flat shall lend or transfer his ticket to any other person, and no such ticket shall be used by any such person.

99. No person in charge of any registered catamaran, flat, passenger or other boat plying for hire for passenger traffic within the limits of the Port shall use or wear, or have any ticket resembling the metal ticket granted under the authority of these Rules.

#### FIRST SCHEDULE—(Referred to in Rule 48.)

	If Natives.	If Europeans.	Officer in charge.
Cargo boats ... ..	4	4	...
Vessels not being cargo boats of 600 tons and under, in moorings ...	6	4	1
For every additional 100 tons ...	1½	1	...
Vessels not being cargo boats of 600 tons and under, in stream ...	11	7	1
For every additional 100 tons ...	2	1	...

#### SECOND SCHEDULE—(Referred to in Rules 49, 50 and 51.)

##### FORM A.

Port of Calcutta.  
I, \_\_\_\_\_, Vice-Chairman of the Commissioners, do hereby license the (ship) \_\_\_\_\_ of which \_\_\_\_\_ is Master, to remain

at her present moorings in the said Port without having on board the crew required by Act X of 1889 of the Governor-General in Council: Provided always that, on breach of any of the conditions hereunder written, this license shall forthwith absolutely cease and determine.

## FORM B.

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

## FORM C.

Port of Calcutta.  
I, Vice-Chairman of the Commissioners, do hereby order that vessels lying in the following portion of the said Port (*here set out the exempted limits*) shall be exempt from the provisions of Rule 48 framed under section 6 (1), Act X of 1889, passed by the Governor-General in Council.

C. W. ODLING, C. B.,  
*Secy. to the Govt. of Bengal.*

*Rules for controlling vessels entering the Port of Calcutta with Petroleum in bulk.*

## GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

## NOTIFICATION No. 109—MARINE.

*The 27th August, 1903.*—In exercise of the powers conferred upon him by section 6 of the Indian Ports Act, 1889, the Lieutenant-Governor is pleased to make the following rules for the control of vessels entering the Port of Calcutta with petroleum in bulk:—

1. No fire or lights (except the galley and engine-room fires and the electric light) shall be allowed on board any bulk-oil steamer within port limits until the vessel has been cleansed inside from oil and vapour of oil.

This rule shall also apply to all vessels or boats lying alongside any vessel discharging oil.

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

3. When the oil has been discharged, the vessel shall be transported, immediately the tide permits, to a fixed mooring on the side of the river opposite to the oil depot for the purpose of cleansing.

This rule does not apply to vessels which do not proceed above Budge-Budge, but leave the port in ballast without cleansing.

4. A bulk-oil steamer shall not be taken amongst other shipping or into wet or dry dock unless the Conservator of the Port is satisfied that she is in a safe condition to be so placed.

5. No vessel having bulk oil on board shall proceed above Diamond Harbour until the pumping berth or other suitable double mooring at Budge-Budge is ready to receive her.

W. A. INGLIS,  
*Offg. Secy. to the Govt. of Bengal.*

*Rules for regulating carriage of Petroleum in native passenger ships*

## GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

## NOTIFICATION No. 113—MARINE.

*The 5th September, 1903.*—The following notification by the Government of India, publishing rules for regulating the carriage of petroleum in native passenger ships, is republished for general information.

W. A. INGLIS,  
*Offg. Secy. to the Govt. of Bengal.*

No. 5100S. R., dated Simla, the 20th August, 1903.

NOTIFICATION—By the Government of India, FINANCE AND COMMERCE DEPARTMENT.

In exercise of the powers conferred by section 53 of the Native Passenger Ships Act, 1887 (X of 1887), the Governor-General in Council is pleased to make the following rules regarding the carriage of petroleum in ships to which the said Act applies:—

1. No petroleum which is dangerous within the meaning of the Indian Petroleum Act, 1899 (VIII of 1899), shall be shipped on board any ship proceeding or departing from British India, and no other petroleum shall be carried on board such a ship otherwise than in accordance with the following conditions, namely:—

(a) The master, owner or agent shall give notice to the Chief Customs officer, or such other officer as the Chief Customs officer may nominate in this behalf, before permitting any petroleum to be shipped.

- (d) Each consignment of petroleum shipped shall be covered by a declaration made and signed by the shipper in Form A (hereto annexed), if the petroleum has been imported into British India, and otherwise in Form B.
- (e) Petroleum shall be shipped either in tins enclosed in outer wooden cases or in hermetically sealed iron or steel drums.
- (f) The nature of every consignment of petroleum shipped shall be marked on the outside of the package containing it.
- (g) Petroleum shall be stored separate from all other cargo and, as far as possible, away from lights or fires, and none shall be stored in any hold adjoining an engine or boiler.
- (h) There shall be a water-tight bulkhead between the engine-room and any hold in which petroleum is stored, and the sluice-valves of such bulkhead shall be shut down and padlocked.
- (i) Save where electric light is used, no petroleum shall be shipped or discharged except between sunrise and sunset; no lights other than electric lights shall be lit in a hold in which petroleum is stored; and no smoking shall be permitted in or near any such hold.
- (j) No person shall otherwise than along with, or with the authority of, an officer of the ship, be permitted to visit a hold in which petroleum is stored.
- (k) No more passengers shall be carried than can with safety be accommodated in the ship's boats in case of accident, unless the vessel is a coasting one proceeding on a short voyage and there are provided life-belts sufficient for such passengers as cannot be accommodated in the boats.
- (l) At any port in which a ship carrying petroleum is for the time being, the Chief Customs officer, or such other officer as the Chief Customs officer may nominate in this behalf, may take and test any consignment of such petroleum or any single case or drum thereof.
- (m) If any petroleum tested under clause (j) is found to be dangerous petroleum defined as aforesaid, the whole consignment of which the petroleum tested formed a part shall be liable to confiscation.

2. The officer authorised to grant a certificate in respect of a ship under sections 7 and 12 of the Native Passenger Ships Act, 1887 (X of 1887), shall, if there is petroleum on board, not grant the same without the consent of the Chief Customs officer or such other officer as the Chief Customs officer may nominate in this behalf.

3. Whoever commits a breach of any of these rules shall be punishable with fine which may extend to two hundred rupees, and, when the breach is a continuing one, with a further fine which may extend to twenty rupees for every day after the first, during which the breach continues.

## FORM A.

We hereby do declare that the cases and drums marked as follows:—  
presented for shipment on the S.S. contain imported petroleum, and that the petroleum is contained in the original packages in which it was imported into this country.

Place

Shippers.

Date

## FORM B.

We hereby declare that the whole of the petroleum contained in the cases or drums marked and presented for shipment on S.S. is petroleum which is covered by flash point certificate No. , dated , from the officer appointed by the Local Government for testing petroleum, a true copy of which, certified to by us, is herewith attached.

Place

Shippers.

Date

(Received with Government endorsement No. 1513—Marine, dated 11th September, 1903, and published in Part I of the "Calcutta Gazette," dated 9th September, 1903, pages 1189 to 1190.)

# RULES FOR THE IMPORTATION OF PETROLEUM.

## GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

### NOTIFICATION No. 102—MARINE.

The 21st November, 1892.—In exercise of the powers conferred by section 8 of the Petroleum Act, XII of 1886, and in supersession of the existing rules on the subject, 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 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 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, deposit 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

\* 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.

(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 jet-batching purposes, and which has a flashing-point above 150° of Fahrenheit's thermometer.

The Commissioner of Police may, at any time, if he thinks it necessary, call on the Superintendent of the Petroleum Wharf to obtain and forward to him a sample of any petroleum referred to in clause (a) or (c) for the purpose of having it tested, and the Superintendent shall obtain and forward the sample accordingly.

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 licence 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. (i) When a ship is stopped at Budge-Budge under Rule 4, the Superintendent of the Petroleum Wharf shall, as soon as possible, 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.

(ii) 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, or if the petroleum is carried in bulk, from each separate compartment of the ship in which it is carried.

(iii) 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. The Vice-Chairman of the Port Commissioners shall, on receipt of such report, forthwith forward a copy of the same to the Master of the ship in which the petroleum was imported.

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. (i) No smoking, fire or light of any description shall be allowed in any shed reserved for 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.

\*8. (ii) When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a wrought-iron pipe, and it shall be pumped into storage tanks. The discharge shall be continuous day and night until completed, weather and appliances permitting. When working at night the electric light only shall be used, and when the ship has finished discharging, the pipe to the storage tanks shall immediately be emptied by means of a supplementary pump on shore. If, for any cause, the discharge of petroleum is at any time suspended, arrangements must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping.

*Importation at Chittagong.*

9. The Master of every ship bound for Chittagong and carrying petroleum shall, before reaching Joodia, 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, at the first opportunity, despatch a similar declaration to the address of the Harbour Master.

When the Master declares that any petroleum is certificated petroleum, he shall produce to the Pilot the certificate covering the same.

10. 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:

\* *Vide* Bengal Government, Marine Department, Notification No. 170—Marine, dated 3rd December, 1894.

† The Pilot should deliver this declaration to the Harbour Master or his Assistant when the latter comes on board.

Provided that the Collector of Customs shall be entitled at any time to obtain a sample of any petroleum referred to in clause (a) or (c) for the purpose of having it tested.

11. No other ship having petroleum on board shall proceed upwards further than Guptakhal, and such petroleum shall be detained there, pending the grant of an import licence 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.

12. (i) When a ship is stopped at Guptakhal under Rule 11, the Collector of Customs shall, as soon as possible, not exceeding forty-eight hours from the time of the stoppage of the ship, obtain samples of all the petroleum landed or discharged, or intended to be landed or discharged. The Master shall deliver to the Collector, without charge, such samples as he shall take.

(ii) 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, or if the petroleum is carried in bulk, from each separate compartment of the ship in which it is carried.

(iii) The Collector 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.

13. 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 Collector of Customs. The Vice-Chairman of the Port Commissioners shall, on receipt of such report, forthwith forward a copy of the same to the Master of the ship in which the petroleum was imported.

14. Unless with the written permission of the Port Commissioners, no petroleum shall be discharged or landed within the Port of Chittagong, except between daylight and dark, and at the wharves expressly set apart for the landing of petroleum.

*Importation at other Ports.*

15. The Master of every ship carrying petroleum shall, on entering a port in the Lower Provinces of Bengal, other than the Ports of Calcutta and Chittagong, 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 agents 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 three 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.*

16. The fee for sampling and testing petroleum shall be five rupees for each sample tested.

17. When petroleum is imported in bulk, the contents of each compartment of the tank-ship shall, for the purposes of sub-section (x), clauses (e) and (f) of section 8 of the Act, be regarded as a separate consignment.

18. 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 tests necessary to satisfy him that none of the petroleum is dangerous petroleum, shall inform, in Calcutta, the Superintendent of the Petroleum Wharf, in Chittagong, the Collector of Customs, or, in places other than Calcutta or Chittagong, the District Magistrate.

The District Magistrate, or, in Calcutta, the Superintendent of the Petroleum Wharf, or, in Chittagong, the Collector of Customs, 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 thousand 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.

19. 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 or Chittagong, and of the District Magistrate elsewhere, shall be final.

C. W. ODLING, C.E.,  
Joint-Secy. to the Govt. of Bengal.

*Rules for regulating the grant of Licenses to possess and transport Petroleum.*

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

NOTIFICATION NO. 111—MARINE.

*The 1st September 1903.*—In exercise of the powers conferred on him by section 9 of the Indian Petroleum Act, 1899, and in super-session of the rules sanctioned under this Government Notification No. 62—Marine, dated the 21st May 1895, which was published at page 504, Part 1, of the *Calcutta Gazette* of the 22nd idem, the Lieutenant-Governor is pleased, with the previous sanction of the Governor-General in Council, to make the following rules for regulating the grant of licenses to possess and transport petroleum in the Lower Provinces of Bengal.

*Preliminary.*

1. The following rules shall extend to all the territories for the time being administered by the Lieutenant-Governor.

2. In these rules, including the forms annexed thereto,—

- (I) "the town of Calcutta" means all places within the local limits of the original civil jurisdiction of the High Court of Judicature at Fort William in Bengal;
- (II) "the Municipality of Calcutta" means the Municipal limits of Calcutta as defined in the Calcutta Municipal Act, 1899;
- (III) the expression "suburbs of Calcutta" means the local area for the time being excluded from the general police district of Bengal by notification under section 1 of the Calcutta Suburban Police Act, 1866; and
- (IV) "petroleum in bulk" means petroleum in any vessel or receptacle having a capacity of 300 gallons and upwards.

*Possession of Petroleum.*

3. Licenses for the possession of Petroleum within the town of Calcutta shall be granted only when (1) the quantity of petroleum to be kept in one place does not exceed 50,000 gallons, and (2) the place intended to be used for the keeping of the petroleum fulfils the following conditions, namely: (a) if the quantity of petroleum to be kept in the place does not exceed 5,000 gallons the building itself shall be constructed of masonry with a terraced or iron roof, and the doorways and other openings of the building shall be built up to a height of not less than two feet above the level of the road or street, or the floor shall be sunk at least two feet below the level of the road or

street, so that the petroleum cannot flow out of the place in case of fire; (d) if the quantity of petroleum to be kept in the place exceeds 5,000 gallons, the building itself shall be constructed of masonry with a terraced or iron roof, and the doorways and other openings of the building shall be built up to a height of not less than three feet above the level of the road or street, or the floor shall be sunk at least three feet below the level of the road or street, so that the petroleum cannot flow out of the place in case of fire, and there shall be a clear open space of at least twenty feet round the building.

4. Licenses for the possession of petroleum in places outside the town of Calcutta and which are not situated within any municipal limits, shall, if the quantity of petroleum to be kept in the place does not exceed 50,000 gallons, be granted on the same terms as those granted in the town of Calcutta for the possession in one place of not more than 5,000 gallons. If a license for the possession in one place of a larger quantity than 50,000 gallons be required, the license shall be granted on the same conditions as those granted in the town of Calcutta for the possession in one place of petroleum exceeding in quantity 5,000 gallons: provided that, if the place in which the petroleum is to be kept is situated within one hundred yards of the river Hooghly, or Tolly's Nala or the Circular Canal, the building shall further be surrounded by a wall or earthen embankment not less than four feet high, with a trench close to and completely surrounding the building, of sufficient capacity to hold all the petroleum stored, and to prevent its escape beyond the limits of the trench in case of fire.

5. Licenses for the possession of petroleum are not required in places situated within municipal limits other than Calcutta.

\* 6. (1) Notwithstanding anything in Rules 5 and 4, and subject to the conditions prescribed in this rule and to such further conditions as may be prescribed by the Local Government in each case, a license may be granted for the possession of any stated quantity of petroleum in a place specially prepared for the storage of petroleum in bulk, in accordance with plans and specifications approved by the Local Government. The capacity in gallons shall be conspicuously marked on every storage-tank or other receptacle in such place.

(2) Every tank or other receptacle for the storage of petroleum in bulk in such a place as is referred to in sub-rule (1) shall be protected by an efficient lightning-conductor.

Provided that a tank or receptacle which is not of sufficient capacity to contain 10,000 gallons of petroleum need not be so protected if it is so situated as not to be liable to cause danger in the event of the petroleum being ignited, i.e., if it is not in close proximity to any other such tank or receptacle or to any building, and if it is surrounded by a wall or moat or combination of both, suffi-

\* Vide Government of Bengal Notification No. 12—Marine, of 6th February, 1914

cient to prevent the flow of petroleum beyond certain circumscribed limits in the event of the escape of the whole contents of the tank when full.

(3) Not less than once in every year the holder of a license granted under sub-rule (1) for a place in which there is under sub-rule (2) required to be a lightning-conductor, shall test or cause to be tested the efficiency of the lightning-conductor in such manner as the authority granting the license may, by general or special order, declare to be sufficient.

(4) Notwithstanding anything contained in sub-rule (3), an officer appointed in writing by the Local Government in this behalf may enter any place in which there is, under sub-rule (2), required to be a lightning-conductor for the purpose of testing the efficiency of the lightning-conductor at any time after sunrise and before sunset.

At the end of the endorsement on form C, the following blank condition shall be added, namely:—

Special condition relating to the manner of testing the lightning-conductor, to be prescribed by the authority granting the license.

7. The District Magistrate, or in the town and suburbs of Calcutta the Commissioner of Police, or any Police Officer of, or above, the rank of head-constable, appointed by the District Magistrate or the Commissioner of Police, as the case may be, in writing for this purpose, may enter any place in respect of which a license for the possession of petroleum has been granted, for the purpose of inspecting the same at any time after sunrise and before sunset.

8. The District Magistrate, Commissioner of Police, or any Police Officer as aforesaid, may require a sample to be delivered to him from any tank or other receptacle containing petroleum stored in any licensed premises. The procedure prescribed in sections 12 and 13 of the Act shall apply to any demand for samples made under this rule, and to the testing of such samples.

9. The following fees shall be charged for licenses for the possession of petroleum in places situated within the Municipality of Calcutta:—

Licenses for the possession of dangerous petroleum:—

	Rs.
When the quantity to be stored exceeds 40 gallons (section 5), for every 40 gallons or fraction of 40 gallons* ... ..	5
When the quantity to be stored does not exceed 40 gallons (section 6) ... ..	2

Licenses for the possession of other petroleum :—

When the quantity to be stored exceeds 500, Rs.  
but does not exceed 1,000 gallons ... 12

When the quantity to be stored exceeds 1,000  
gallons, but does not exceed 5,000 gallons 2 extra for each 1,000  
gallons or part of  
1,000 gallons in  
excess of 1,000  
gallons.

When the quantity to be stored exceeds  
5,000 gallons ... 4 for every (addi-  
tional) 1,000 gallons  
or part of 1,000  
gallons in excess  
of 5,000 gallons.

10. The fees for licenses for the possession of petroleum in places situated beyond the limits of the Municipality of Calcutta shall be half these prescribed in Rule 9.

11. Every license for the possession of petroleum in any place shall specify the maximum quantity of petroleum which may be stored in that place.

12. Licenses for the possession of petroleum shall be in force for one year from the date of the grant of the license : Provided that the Licensing Officer or the Local Government may, at any time, for good and sufficient reason, cancel a license.

13. Any premises belonging to the Commissioners of the Port of Calcutta, and appertaining to the Budge-Budge Petroleum Depot, and any premises used by the Commissioners for the temporary storage of petroleum brought into the Port of Calcutta, shall be deemed to be places in respect to which licenses for the possession of petroleum have been granted under these rules.

14. Any tank or other receptacle for the storage of petroleum in bulk that may be erected on the land belonging to the Commissioners of the Port of Calcutta, and appertaining to the Budge-Budge Petroleum Depot, shall be deemed to be a place in respect of which a license for the possession of petroleum has been granted under Rule 6.

*Transport of Petroleum.*

15. (1) Licenses for the transport of petroleum other than dangerous petroleum in quantities exceeding 500 gallons may be either general or special. Licenses for the transport of dangerous petroleum shall be special only. The transport of dangerous petroleum in bulk is absolutely prohibited.

(2) Licenses for the transport of petroleum, other than in bulk, shall only be granted if the petroleum to be transported is packed in air-tight tins or other vessels not easily broken or is contained in bottles securely stoppered and carefully packed so as to avoid risk of leakage, or in air-tight tank carts of a pattern approved by an officer appointed by the Local Government in this behalf.

(3) Licenses for the transport of petroleum, other than dangerous petroleum in bulk, by railway may be granted, if the petroleum is contained in wagons approved by the railway administration over whose life it is proposed to transport it.

(4) (a) Licenses for the transport of petroleum, other than dangerous petroleum in bulk, by steamer or barge, may be granted if the vessel is certified to be fit for the service by an officer appointed by the Local Government in this behalf.

(b) The vessel, if a steamer, must possess a certificate of survey granted under the provisions of the Inland Steam-vessels Act, 1884.

(c) The vessel, if a barge, should be towed by a steamer.

(d) Vessels carrying petroleum in bulk shall not be allowed to carry other inflammable cargo at the same time, such as jute, cotton, straw, etc., nor passengers; and such vessels shall not be allowed to load any cargo after having discharged the petroleum, until the oil compartments have been thoroughly cleaned and certified by an officer of the Government to be quite free from petroleum.

(e) A steamer towing a barge carrying petroleum in bulk shall not be allowed to carry any such inflammable cargo, nor shall such steamer be allowed to have in tow at the same time any other vessel carrying such inflammable cargo.

(f) No naked lights shall be allowed on board any vessel carrying petroleum in bulk.

16. General licenses for a period of twelve months shall be issued for transport by cart only. Such licenses shall authorize the holders to transport by cart any petroleum, being their own property, without restriction as to destination or quantity.

17. The holder of a general license shall, with each consignment of petroleum conveyed under cover of this license, issue a pass in Form G appended to these rules, specifying the places from and to which the petroleum is to be conveyed and the quantity of petroleum covered by it. Each pass shall be numbered, and the number of the general license under cover of which the petroleum is transported shall be legibly marked on a conspicuous part of the last case on the cart. The person or persons in charge of the carts shall not permit them to be moved after sunset or before sunrise, or to carry any light, and shall not permit any smoking thereon.

18. Special licenses for the transport of petroleum shall be in force for such period not exceeding six months from the date of the grant of the license as may be specified in the license.

19. The Licensing Officer may, for special reasons to be reported to Government, refuse a license in any case. The reasons for

refusing a license shall be communicated to the applicant, if a request to that effect is preferred by him.

20. (1) Every special license for the transport of petroleum shall specify the places from and to which, respectively, the petroleum is to be conveyed, the quantity of petroleum covered by the license, and the time for which the license is in force.

(2) Petroleum transported to Calcutta or Howrah under a license shall be conveyed by land and not by water between Garden House and Cossipore.

*Explanation.*—This sub-rule shall not apply to the conveyance of petroleum which is brought under a license from beyond the limits of Calcutta or Howrah, and is not intended to be landed within those limits.

21. Applications for special licenses for the transport of petroleum by rail, by cart, by boat, or by steamer, or by two or more of these modes of conveyance, shall specify the description and quality of petroleum to be transported, and the places from and to which, respectively, the petroleum is to be conveyed, and shall describe the receptacles in which it is to be contained, or, in the case of petroleum to be transported in bulk, shall state that the wagon or vessel in which it is to be carried has been approved or certified, as the case may be, as required by sub-rules (3) and (4) of Rule 15. In the case of applications for licenses for the transport of dangerous petroleum under section 5 of the Act, the application shall also contain the particulars required by sub-section (2) of that section.

22. When a license has been granted under these rules for the transport of petroleum, the District Magistrate, or, in the town and suburbs of Calcutta, the Commissioner of Police, or any Police Officer of, or above, the rank of head-constable, appointed by the District Magistrate or the Commissioner of Police, as the case may be, in writing for this purpose, may, at any time after sunrise, and before sunset, and on or before the arrival of the petroleum at its place of destination, board any steamer or boat, or detain any cart, used for such transport, for the purpose of inspecting the license and seeing whether its provisions are being complied with.

23. The following fees shall be charged for licenses for the transport of petroleum under the Act:—

Licenses for the transport of dangerous petroleum:—		
When the quantity to be transported exceeds 40 gallons (section 5), for every 40 gallons or fraction of 40 gallons	Rs.	4
When the quantity to be transported exceeds 40 gallons, but does not exceed 40 gallons (section 6)	Rs.	2
Special license for the transport of other petroleum:—		
When the quantity to be transported exceeds 500, but does not exceed 5,000 gallons	Rs.	1
For every additional 5,000 gallons or part of 5,000 gallons	Rs.	1
General license for the transport of petroleum by cart for twelve months	Rs.	100

### General.

24. Licenses for the possession or transport of dangerous petroleum in quantities exceeding 40 gallons, and licenses for the possession of petroleum in bulk, will be granted, subject to the provisions of section 5 of the Act, in the case of dangerous petroleum, under the signature of an Under-Secretary to the Government of Bengal, on the recommendation of the Commissioner of Police, if the application for the license is made in the town and suburbs of Calcutta, or of the Commissioner of the Division, if the application is made elsewhere.

Application for such licenses should be made through the Commissioner of Police, Calcutta, or the Commissioner of the Division, as the case may be.

25. Licenses for the possession or transport of dangerous petroleum in quantities not exceeding 40 gallons, and licenses for the possession or transport of other petroleum, except the possession of petroleum in bulk, will be granted in the town and suburbs of Calcutta by the Commissioner of Police, or Deputy Commissioner of Police, at Budge-Budge by the Superintendent of the Petroleum Wharf, and elsewhere by the District Magistrate, or by such other Officer as the Local Government may, by order in writing, appoint in this behalf.

26. Subject to the restrictions contained in section 5 of the Act and rules 3 and 4, the Licensing Officer may, in his discretion, grant a license for the possession or transport of such quantity of petroleum as he thinks fit.

27. Licenses granted under these rules shall be in the forms and shall have endorsed on them the rules and conditions respectively prescribed for them in the schedule hereto annexed. Every such license shall, on the breach of any such condition, be liable to be forfeited.

28. Every application for the renewal of a license shall be made in the same manner as an application for an original license. Every such application shall be made at a date not less than fifteen days before the date on which the original license expires. The same fee shall be charged for the renewal of a license as for a new license.

### SCHEDULE. FORM A.

*License to possess dangerous Petroleum to be granted under section 5 or section 6 of Act VIII of 1899.*

No. \_\_\_\_\_ For Rs. \_\_\_\_\_  
LICENSEE is hereby granted to \_\_\_\_\_ for the storage, in the place described below, of \_\_\_\_\_ gallons of dangerous petroleum, subject to the rules and conditions on the back of this license.

The \_\_\_\_\_ Under-Secretary to the Government of Bengal.

19 \_\_\_\_\_  
Commissioner of Police or District Magistrate or Superintendent of the Petroleum Wharf at Budge-Budge

When the amount of petroleum does not exceed 40 gallons.

## ENDORSEMENT ON FORM A.

*Rules.*

[Here enter Rules 1 to 14 (inclusive) and 23 to 28 (inclusive) under section 9 of the Act.]

*Conditions.*

1. All petroleum in the licensed place shall be contained in vessels labelled in accordance with section 7 of the Act.
2. No goods of a combustible nature shall be stored in the licensed place.
3. No cask or other receptacle containing petroleum shall be opened, or the oil drawn off, within the building in which the petroleum is stored.
4. No smoking, light, or fire in any form shall be permitted at any time within such building.
5. The license-holder is prohibited from delivering any quantity of dangerous petroleum exceeding three gallons to any one who has not a license under section 5 or 6 of the Act, or any less quantity of such petroleum, except in accordance with the conditions of the proviso to section 6 of the Act as to the vessels in which the petroleum must be contained.

## FORM B.

*License to possess Petroleum other than dangerous Petroleum to be granted under section 11 of Act VIII of 1899.*

No.

Fee Rs.

LICENSE is hereby granted to \_\_\_\_\_ for the storage, in the place described below, of \_\_\_\_\_ cases containing \_\_\_\_\_ gallons of petroleum, subject to the rules and conditions on the back of this license.

Description of the place above referred to.

The

19 \_\_\_\_\_  
 Commissioner or Deputy Commissioner of Police,  
 District Magistrate,  
 Superintendent of Petroleum Wharf at Budge-Budge,

## ENDORSEMENT ON FORM B.

*Rules.*

[Here enter Rules 1 to 14 (inclusive) and 23 to 28 (inclusive) under section 9 of the Act.]

*Conditions.*

1. No goods of a combustible nature shall be stored in the licensed place.
2. No cask or other receptacle containing petroleum shall be opened, or the oil drawn off, within the building in which the petroleum is stored.
3. No smoking, light, or fire in any form shall be permitted at any time within such building.

## FORM C.

*License to possess Petroleum other than dangerous Petroleum in bulk to be granted under section 11 of Act VIII of 1899.*

No.

Fee Rs.

LICENSE is hereby granted to \_\_\_\_\_ for the storage, in the place described below, of \_\_\_\_\_ gallons of petroleum, subject to the rules and conditions on the back of this license.

Description of the place above referred to.

The

19 \_\_\_\_\_

Under-Secretary to the Government of Bengal.

## ENDORSEMENT ON FORM C.

*Rules.*

[Here enter Rules 1 to 14 (inclusive) and 23 to 28 (inclusive) under section 9 of the Act.]

*Conditions.*

[Here enter such conditions as the local Government has prescribed under Rule 6.]

## FORM D.

*Special License to transport dangerous Petroleum granted under section 5 or section 6 of Act VIII of 1899.*

No.

Fee Rs.

LICENSE is hereby given to \_\_\_\_\_ of \_\_\_\_\_ to transport \_\_\_\_\_ cases containing in all \_\_\_\_\_ to \_\_\_\_\_ gallons of dangerous petroleum from \_\_\_\_\_ to \_\_\_\_\_ subject to the rules and conditions on the back of this license, and by the following route, namely—

The amount of petroleum in each case is stated below :

This license shall continue in force till the \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_.

Under-Secretary to the Government of Bengal.

Commissioner or Deputy Commissioner of Police.	{	In the case of the transport of dangerous petroleum in amount not exceeding 40 gallons.
District Magistrate.		
Superintendent of the Petroleum Wharf		
at Budge-Budge.		

## ENDORSEMENT ON FORM D.

*Rules.*

[Here enter Rules 1, 2 and 15 to 28 (inclusive) under section 9 of the Act.]

*Conditions.*

1. The petroleum shall be contained in vessels labelled in accordance with section 7 of the Act.

2. The petroleum shall be carried (here describe mode or modes of conveyance).

3. When the petroleum is carried by steamer, it shall be stowed in such part of the steamer and in such manner as may be approved by the Licensing Officer, or any officer appointed by him in writing in this behalf.

4. When the petroleum is carried by rail it shall be subject to all the regulations which may, from time to time, be prescribed generally or specially in that behalf by the Railway Authorities of the line or lines over which it may be conveyed.

5. When the petroleum is being carried by boat, no smoking, fire or light of any description shall be allowed in the boat, so long as it is within the limits of the Port of Calcutta or of the Municipalities of Calcutta and Howrah. The boat conveying the petroleum should also, from sunrise to sunset, show at its stern a red flag, 18 inches long and 12 inches broad, having the words "Petroleum Boat" marked on it in black letters.

6. When the petroleum is carried by cart, the cart conveying the petroleum shall not move after sunset or before sunrise or carry any light.

7. The license-holder is prohibited from delivering any quantity exceeding three gallons to any one who has not a license under section 5 or 6 of the Act, or any less quantity of petroleum, except in accordance with the conditions of the proviso to section 6 of the Act as to the vessels in which the petroleum must be contained.

#### FORM E.

*Special License to transport Petroleum other than dangerous Petroleum granted under section 11 of Act VIII of 1899.*

No. \_\_\_\_\_ Fee Rs. \_\_\_\_\_  
 LICENSE is hereby granted to \_\_\_\_\_ to transport from \_\_\_\_\_ to [ \_\_\_\_\_ ] [ \_\_\_\_\_ ] cases containing \_\_\_\_\_ gallons of petroleum, subject to the rules and conditions on the back of this license.

This license shall continue in force only till the \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_

Dated the \_\_\_\_\_ day \_\_\_\_\_ of \_\_\_\_\_ 19 \_\_\_\_\_ {  
 Commissioner or Deputy Commissioner  
 of Police.  
 District Magistrate.  
 Superintendent of Petroleum Wharf at  
 Budge-Budge.

\*Omit these words when Petroleum is to be transported in bulk.

#### ENDORSEMENT ON FORM E.

##### Rules.

[ Here enter Rules 1, 2, and 15 to 28 (inclusive) under Section 9 of the Act.]

##### *Conditions when the Petroleum is being conveyed by Steamer.*

1. The petroleum shall be stowed in such part of the steamer and in such manner as may be approved by the Licensing Officer, or any Officer appointed by him in writing in this behalf.

##### *Conditions when the Petroleum is being conveyed by Boat.*

2. No smoking, fire or light of any description shall be allowed in the boat in which the petroleum is being carried, so long as it is within the limits of the Port of Calcutta or of the Municipalities of Calcutta and Howrah.

3. The boat conveying the petroleum shall also, from sunrise to sunset, show at its stern a red flag, 18 inches long and 12 inches broad, having the words "Petroleum Boat" marked on it in black letters.

##### *Conditions when the Petroleum is being conveyed by Cart.*

4. The carts conveying the petroleum shall not move after sunset or before sunrise, or carry any light.

##### *Conditions when the Petroleum is being conveyed by Rail.*

5. The petroleum shall be subject to all the regulations which may, from time to time, be prescribed generally or specially in that behalf by the Railway Authorities of the line or lines over which it may be conveyed.

#### FORM F

*General License to transport Petroleum other than dangerous Petroleum by Cart to be granted under section 11 of Act VIII of 1899 (see Rule 16).*

No. \_\_\_\_\_ Fee Rs. 100.

A GENERAL LICENSE is hereby granted to \_\_\_\_\_ to transport petroleum by carts within the Lower Provinces of Bengal, subject to the rules and conditions on the back of this license.

This license shall continue in force till the \_\_\_\_\_

Dated the \_\_\_\_\_ day \_\_\_\_\_ of \_\_\_\_\_ 19 \_\_\_\_\_ {  
 Commissioner or Deputy Commissioner  
 of Police or District Magistrate.

## ENDORSEMENT ON FORM F.

*Rules.*

[Here enter Rules 1, 2 and 15 to 28 (inclusive) under section 9 of the Act.]

*Conditions.*

1. The carts containing the petroleum shall not move after sunset or before sunrise, or carry any light.
2. The number of this license shall be legibly marked on a conspicuous part of the last case on the cart.

## FORM G.

Pass to be granted by the Holder of General License No. \_\_\_\_\_ for the transport of Petroleum other than dangerous Petroleum by cart.

No. \_\_\_\_\_

This pass covers \_\_\_\_\_ cases containing \_\_\_\_\_ gallons of petroleum, being the property of \_\_\_\_\_, while in transport from \_\_\_\_\_ to \_\_\_\_\_

Dated \_\_\_\_\_

19 \_\_\_\_\_

} Holder of General License No. \_\_\_\_\_

## ENDORSEMENT ON PASS.

THE holder of a general license shall, with each consignment of petroleum conveyed under cover of his license, issue a pass in Form G appended to these rules, specifying the places from and to which the petroleum is to be conveyed, and the quantity of petroleum covered by it. Each pass shall be numbered, and the number of the general license under cover of which the petroleum is transported shall be legibly marked on a conspicuous part of the last case on the cart. The person or persons in charge of the carts shall not permit them to be moved after sunset or before sunrise, or to carry any light.

*The 27th August 1903.*

*No. 109 Marine.*—In exercise of the powers conferred upon him by section 6 of the Indian Ports Act, 1889, the Lieutenant-Governor is pleased to make the following rules for the control of vessels entering the Port of Calcutta with petroleum in bulk:—

1. No fire or lights (except the galley and engine-room fires and the electric light) shall be allowed on board any bulk oil steamer within Port limits until the vessel has been cleansed inside from oil and vapour of oil.

This rule shall also apply to all vessels or boats lying alongside any vessel discharging oil.

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

3. When the oil has been discharged, the vessel shall be transported, immediately the tide permits, to a fixed mooring on the side of the river opposite to the oil depot for the purpose of cleaving.

This rule does not apply to vessels which do not proceed above Budge-Budge, but leave the Port in ballast without cleaning.

4. A bulk oil steamer shall not be taken amongst other shipping or into wet or dry docks unless the Conservator of the Port is satisfied that she is in a safe condition to be so placed.

5. No vessel having bulk oil on board shall proceed above Diamond Harbour until the pumping berth or other suitable double mooring at Budge-Budge is ready to receive her.



## SPECIAL TOLL OF FOUR ANNAS PER TON.

## GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

## NOTIFICATION.

No. 26—MARINE.

*Calcutta, the 19th March, 1904.*—Whereas it appears that the estimated income of the Commissioners of the Port of Calcutta, under the Calcutta Port Act, III of 1890, from 1st April, 1904, to 31st March, 1905, after deducting therefrom the estimated expenditure for the above period, will be insufficient for the payment of the sums which, under the provisions of the said Act, are payable during the year to the Secretary of State for India in Council, and to holders of debentures under the said Act, it is hereby notified that from the 1st April, 1904, the Port Commissioners will charge upon all goods landed from, or shipped into, any sea-going vessel lying or being within the limits of the port, whether such goods shall or shall not be so landed or shipped at any dock, wharf, quay, stage or jetty belonging to the Commissioners, in addition to, or other than those prescribed by any scale of tolls, dues, rates and charges for the time being in force, under the provisions of sections 103, 104, 104A, and 107 of Act III of 1890, a due which shall approximate four annas per ton except for export and bunker coal, and manganese ore, the due on which shall be  $1\frac{1}{2}$  annas per ton. Goods transhipped within the port are exempt; also ballast with the exception of dressed stone. For the purpose of levying such due on miscellaneous general cargo landed or shipped at the Kidderpore Docks or at the Jetties, the Commissioners will follow the schedules of charges prescribed for the Docks and the Jetties, and charge one-fifth of the rates therein specified, but where the landing or shipping charge is in these schedules levied on the ton by weight, then the due under this notification shall be four annas per ton. For the purpose of levying such due on goods landed or shipped over the inland vessels' wharves or otherwise than through the Docks or Jetties, the ton shall be reckoned at the actual weight where such is ascertainable. Where the weight is not declared, then the ton shall be reckoned at the respective weights and measurements given in the schedule in force for the inland vessels' wharves.

D. B. HORN,

Secy. to the Govt. of Bengal.

COMMISSIONERS FOR MAKING IMPROVEMENTS  
IN THE PORT OF CALCUTTA.

## NOTICE.

THE following revised scale of charges on goods landed at the Jetties and Docks, having been approved by His Honor the Lieutenant-Governor of Bengal, is now published for general information, in accordance with the provisions of Section 107, Act III (B. C.) of 1890, and will come into force from the date hereof.

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

20th May, 1903.

## SCHEDULE A.

Scale of Rates to be charged on Imports at the Jetties and Docks

No.	DESCRIPTION.	Wharfrage.		Removal.		Wharf rent per month on goods not cleared within three clear working days after date of landing.
		Rs. As. P.		Rs. As. P.	Rs. As. P.	
1	Albder, per cwt. .. ..	0	1 5	0	0 0	0 8 0
2	Accoutrements, military .. ..	0	1 5	0	0 0	0 8 0
3	Dr. dangerous, per case .. ..	0	1 0	0	2 5	2 0 0
4	Distilled waters, per dozen quarts .. ..	0	1 0	0	2 5	0 6 0
5	Almonds, per cwt. .. ..	0	1 0	0	0 0	0 6 0
6	Alum .. ..	0	1 0	0	0 0	0 6 0
7	Alum .. ..	0	1 0	0	0 0	0 6 0
8	Alum .. ..	0	1 0	0	0 0	0 6 0
9	Amber, .. ..	0	3 0	0	2 0	0 8 0
10	Antilux dyes, per package .. ..	0	3 0	0	1 5	0 8 0
11	Antimony, per cwt. .. ..	0	4 0	0	2 0	0 8 0
12	Archie, per cwt. .. ..	0	1 0	0	0 0	0 4 0
13	Asbestos, packing, per cwt. .. ..	0	1 0	0	0 0	0 4 0
14	Asphaltum .. ..	0	1 0	0	0 0	0 4 0
15	Asphaltum .. ..	0	1 0	0	0 0	0 4 0
16	Baggage, passengers' per package .. ..	0	2 0	0	2 0	1 8 0
17	Ballast, per ton .. ..	0	12 0	0	0 3	0 2 0
18	Bar, in bags, per cwt. .. ..	0	1 0	0	0 0	0 10 0
19	Burley, in bags of 15 tamar manuals, per case .. ..	0	1 0	0	0 0	0 8 0
20	Burley, in bags of 15 tamar manuals, per case .. ..	0	1 0	0	0 0	0 12 0
21	Bush, galvanised-iron, per bundle .. ..	0	4 0	0	4 0	0 12 0
22	Bush, per case .. ..	0	4 0	0	4 0	0 12 0
23	Bedsheets, per package .. ..	0	0 0	0	0 1	0 1 0
24	Best and Fisher, in wool, per Imperial gallon .. ..	0	0 0	0	0 5	0 6 0
25	.. .. cotton, bottled, per dozen quarts .. ..	0	0 0	0	0 5	0 6 0

No.	Description.	Wharfage.	Removal.	Wharf rent per month on goods not stored within three clear working days after date of landing.		
		Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.
20	Bellows, per package .....	0 5 0	0 2 0	1 0 0		
21	Baling in package, per cwt. ....	0 1 0	0 0 3	0 4 0		
22	Bag-in-out, per cwt. ....	0 1 0	0 0 6	0 8 0		
23	Bicycles, tricycles and velocipedes, per package .....	Measurement rates.				
24	Bifidial requisites and parts of tables, per case .....	0 2 0	0 1 0	0 12 8		
25	Blades, per ton .....	4 0 0	2 0 0	4 0 0		
26	Biscuits, in cases or casks, per case or cask .....	0 2 0	0 2 0	1 0 0		
27	in tanks, per tank .....	0 2 0	0 2 0	20 0 0		
28	Blankets, per case .....	0 2 0	0 1 0	0 12 9		
29	Blankets .....	See Piece-goods, woolen.				
30	Blinding powder, per cwt. ....	0 1 0	0 0 0	0 4 0		
31	Boatmen, wooden, in cases .....	Measurement rates.				
32	Boats, per cwt. ....	0 2 0	0 1 0	0 10 0		
33	Boots and shoes, in cases .....	0 0 0	0 0 3	0 3 0		
34	Boys, per cwt. ....	0 2 0	0 2 0	3 0 0		
35	Boys, empty, feet, and over, per dozen .....	0 1 0	0 1 0	0 6 0		
36	Brails, per package .....	0 4 0	0 2 0	2 0 0		
37	Brands or Billings, per barrel .....	0 1 4	0 0 0	0 12 0		
38	Brands, per chest .....	0 12 0	0 0 0	2 0 0		
39	Brass, per case .....	0 4 0	0 3 0	2 0 0		
40	Bricks, iron, per dozen .....	0 1 0	0 1 0	0 4 0		
41	Brush, per cwt. ....	0 2 0	0 1 0	0 2 4 0		
42	Bumper, per case .....	0 2 0	0 1 0	0 8 0		
43	Bumper, per cwt. ....	0 2 0	0 2 0	2 0 0		
44	Buttons, per box of 25 lbs. ....	0 9 0	0 9 0	0 8 0		
45	Buttons, in bags, per bag .....	0 2 0	0 2 0	2 0 0		
46	Buttons, in bags, per bag .....	0 1 0	0 0 0	2 0 0		
47	Buttons and stone, per bundle of two loads .....	Measurement rates.				
48	Buttons of Calicut .....	Measurement rates.				
49	Buttons, per cwt. ....	0 4 0	0 0 0	0 8 0		
50	Buttons, per cwt. ....	Measurement rates.				
51	Buttons, per cwt. ....	Measurement rates.				
52	Buttons, per cwt. ....	Measurement rates.				
53	Buttons, per cwt. ....	Measurement rates.				
54	Buttons, per cwt. ....	Measurement rates.				
55	Buttons, per cwt. ....	Measurement rates.				
56	Buttons, per cwt. ....	Measurement rates.				
57	Buttons, per cwt. ....	Measurement rates.				
58	Buttons, per cwt. ....	Measurement rates.				
59	Buttons, per cwt. ....	Measurement rates.				
60	Buttons, per cwt. ....	Measurement rates.				
61	Buttons, per cwt. ....	Measurement rates.				
62	Buttons, per cwt. ....	Measurement rates.				
63	Buttons, per cwt. ....	Measurement rates.				
64	Buttons, per cwt. ....	Measurement rates.				
65	Buttons, per cwt. ....	Measurement rates.				
66	Buttons, per cwt. ....	Measurement rates.				
67	Buttons, per cwt. ....	Measurement rates.				
68	Buttons, per cwt. ....	Measurement rates.				
69	Buttons, per cwt. ....	Measurement rates.				
70	Buttons, per cwt. ....	Measurement rates.				
71	Buttons, per cwt. ....	Measurement rates.				
72	Buttons, per cwt. ....	Measurement rates.				
73	Buttons, per cwt. ....	Measurement rates.				
74	Buttons, per cwt. ....	Measurement rates.				
75	Buttons, per cwt. ....	Measurement rates.				
76	Buttons, per cwt. ....	Measurement rates.				
77	Buttons, per cwt. ....	Measurement rates.				
78	Buttons, per cwt. ....	Measurement rates.				
79	Buttons, per cwt. ....	Measurement rates.				
80	Buttons, per cwt. ....	Measurement rates.				
81	Buttons, per cwt. ....	Measurement rates.				
82	Buttons, per cwt. ....	Measurement rates.				
83	Buttons, per cwt. ....	Measurement rates.				
84	Buttons, per cwt. ....	Measurement rates.				
85	Buttons, per cwt. ....	Measurement rates.				
86	Buttons, per cwt. ....	Measurement rates.				
87	Buttons, per cwt. ....	Measurement rates.				
88	Buttons, per cwt. ....	Measurement rates.				
89	Buttons, per cwt. ....	Measurement rates.				
90	Buttons, per cwt. ....	Measurement rates.				
91	Buttons, per cwt. ....	Measurement rates.				
92	Buttons, per cwt. ....	Measurement rates.				
93	Buttons, per cwt. ....	Measurement rates.				
94	Buttons, per cwt. ....	Measurement rates.				
95	Buttons, per cwt. ....	Measurement rates.				
96	Buttons, per cwt. ....	Measurement rates.				
97	Buttons, per cwt. ....	Measurement rates.				
98	Buttons, per cwt. ....	Measurement rates.				
99	Buttons, per cwt. ....	Measurement rates.				
100	Buttons, per cwt. ....	Measurement rates.				

\* Rent Rs. 1 per 100 mds. per day subject to a minimum of 10 mds.

No.	Description.	Wharfage.	Removal.	Wharf rent per month on goods not stored within three clear working days after date of landing.		
		Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.
95	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
96	Buttons, per cwt. ....	0 2 0	0 1 0	0 8 0		
97	Buttons, per cwt. ....	0 2 0	0 1 0	0 8 0		
98	Buttons, per cwt. ....	0 2 0	0 1 0	0 8 0		
99	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
100	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
101	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
102	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
103	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
104	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
105	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
106	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
107	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
108	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
109	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
110	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
111	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
112	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
113	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
114	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
115	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
116	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
117	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
118	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
119	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
120	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
121	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
122	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
123	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
124	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
125	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
126	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
127	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
128	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
129	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
130	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
131	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
132	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
133	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
134	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
135	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
136	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
137	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
138	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
139	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
140	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
141	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
142	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
143	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
144	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
145	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
146	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
147	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
148	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
149	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
150	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
151	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
152	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
153	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
154	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
155	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
156	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
157	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
158	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
159	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
160	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
161	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
162	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
163	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
164	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
165	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
166	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
167	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
168	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
169	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
170	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
171	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
172	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
173	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
174	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
175	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
176	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
177	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
178	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
179	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
180	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
181	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
182	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
183	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
184	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
185	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
186	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
187	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
188	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
189	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
190	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
191	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
192	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
193	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
194	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
195	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
196	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
197	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
198	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
199	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		
200	Buttons, per cwt. ....	0 1 0	0 0 0	0 4 0		

No.	Description.	Wharfage.		Removal.		Wharf rent per month on goods not shored within three days after date of loading.
		Rs.	As. P.	Rs.	As. P.	
162	Iron girders, columns, railings, bridge-work, tanks, bolts, &c., over two tons .. .. .	See Items 175, 176 and 177				
163	Iron rods, per cwt. .. .. .	0 1 6	0 1 0	0 8 0		
164	Iron plates, per box .. .. .	1 0 0	0 8 0	0 8 0		
165	Keypoints, per package .. .. .	0 5 0	0 4 0	0 8 0		
166	Lead, per cwt. .. .. .	0 1 0	0 1 0	0 8 0		
167	Lead, in coils, per cwt. .. .. .	0 3 0	0 3 0	1 1 0		
168	Lamps, per case .. .. .	0 3 0	0 3 0	1 1 0		
169	Lamp-shades, per cwt. .. .. .	0 3 0	0 1 0	0 8 0		
170	Lead, in rolls, ingots, shots, &c., per cwt. .. .. .	0 1 0	0 1 0	0 8 0		
171	Lead ore, in bags, per cwt. .. .. .	0 1 0	0 1 0	0 8 0		
172	Leather, per package .. .. .	0 3 0	0 1 0	0 8 0		
173	Lines, per cwt. .. .. .	0 3 0	0 1 0	0 8 0		
174	Machinery, in pieces or cases not exceeding two tons, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
175	Machinery, over two tons and not exceeding 4 tons, per cwt. .. .. .	0 1 6	0 1 0	0 8 0		
176	Machinery, over four tons and not exceeding 10 tons, per cwt. .. .. .	0 3 0	0 2 0	0 8 0		
177	Machinery, exceeding 10 tons, per cwt. .. .. .	0 5 0	0 4 0	0 8 0		
178	Machinists' cases, per bundle .. .. .	0 12 0	0 1 0	0 8 0		
179	Mats, China or other, per roll .. .. .	0 2 0	0 1 0	0 8 0		
180	Mats, in sheets, per cwt. .. .. .	0 2 0	0 1 0	0 8 0		
181	Mats, in sheets, per cwt. .. .. .	0 2 0	0 1 0	0 8 0		
182	Mats, in sheets, per cwt. .. .. .	0 2 0	0 1 0	0 8 0		
183	Mats, in sheets, per cwt. .. .. .	0 2 0	0 1 0	0 8 0		
184	Mats, in sheets, per cwt. .. .. .	0 2 0	0 1 0	0 8 0		
185	Medicines, per case .. .. .	0 5 0	0 4 0	0 8 0		
186	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
187	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
188	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
189	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
190	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
191	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
192	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
193	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
194	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
195	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
196	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
197	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
198	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
199	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
200	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
201	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
202	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
203	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
204	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
205	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
206	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
207	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
208	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
209	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
210	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
211	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
212	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
213	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
214	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
215	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
216	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
217	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
218	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
219	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
220	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
221	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
222	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
223	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		
224	Mining and industrial .. .. .	0 5 0	0 4 0	0 8 0		

No.	Description.	Wharfage.		Removal.		Wharf rent per month on goods not shored within three days after date of loading.
		Rs.	As. P.	Rs.	As. P.	
225	Saddlery .. .. .	Measurement rates.				
226	Sago, in cases or bags, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
227	Sampels, per parcel .. .. .	0 1 0	0 0 0	0 8 0		
228	Sand, in cases, per case .. .. .	0 1 0	0 0 0	0 8 0		
229	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
230	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
231	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
232	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
233	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
234	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
235	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
236	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
237	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
238	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
239	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
240	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
241	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
242	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
243	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
244	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
245	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
246	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
247	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
248	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
249	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
250	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
251	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
252	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
253	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
254	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
255	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
256	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
257	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
258	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
259	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
260	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
261	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
262	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
263	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
264	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
265	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
266	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
267	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
268	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
269	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
270	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
271	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
272	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
273	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
274	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
275	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
276	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
277	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
278	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
279	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
280	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
281	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
282	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
283	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		
284	Sandstone, per cwt. .. .. .	0 1 0	0 0 0	0 8 0		

Charges to vessels for use of jetty berth.

Charges for heavy lifts.

2. Scale of charges for use of 100-ton sheers or 30-ton crane for goods not landed at the Jetties and Docks :—

			Per cwt.
		A.	P.
For each lift not exceeding 2 tons	...	...	1 6
Ditto exceeding 2 tons, but not exceeding 4 tons		2	0
Ditto exceeding 4 tons, but not exceeding 10 tons		4	0
Ditto exceeding 10 tons		8	0

3. When charging for lifts made by the 100-ton sheers or the 30-ton crane, the weight of the sling will be charged for separately—

### 30-ton Crane.

Weight of sling.  
Ton. cwt. qr. lb.

	5	Tons sling ...	...	0	2	0	3
Weight of slings	5	"	...	0	2	0	21
used for heavy lifts.	10	"	...	0	5	0	0
	10	"	...	0	3	2	16
	15	"	...	0	7	3	16
	20	"	...	0	9	2	0
	20	"	...	0	12	2	17
	30	"	...	0	16	0	0
Two Shells	30	"	...	1	1	1	3

Two Shackles, each 3 cwt., used with a 30-ton lift.  
100-ton Sheers.

Weight of sling.

		Ton cwt.	qr.	lb.
15 Tons sling ...	...	0	3	1 12
30 " "	...	0	6	1 21
60 " "	...	0	14	2 7
90 " "	...	0	23	2 0
150 " "	...	0	30	2 2

4. The minimum charge for use of the 100-ton sheers or the 30-ton crane is Rs. 50.

5. When the crane vessel is required to make lifts at any place within the port, either above the Howrah Bridge or below the Kidderpore Dock, an additional charge of Rs. 50 per day will be made.

6. When the 100-ton sheers or the 30-ton crane is required to make a lift after 6 P.M., a fee of Rs. 10 per hour will be charged for overtime, and on holidays a day's pay for each of the staff on duty.

Consignees to load carts.

Weighing charges.

Charge for weighing goods at the Jetty weighbridge.

10. A hoisting charge, equivalent to one-third of the landing charges, will be levied for the use of cranes by consignees of goods for loading carts or trucks at the Jetties and Docks.

11. *Discharged Overside*.—Goods hoisted by the hydraulic cranes on to the deck of a vessel and lowered from the deck into boats by the vessel's gear on the water side, or direct by the hydraulic cranes, ex-holds into boats, are charged one-third of the landing charges, except in the case of rails and iron sleepers, the charge on which is one-fifth of the landing charges.

12. *Landed and Reshipped direct*.—Goods for overside landed on trollies on the Docks or Jetties by one crane, trolled to another and reshipped into boats direct, will be charged single landing rates.

13. *Landed and Reshipped*.—Goods for overside landed on the Docks or Jetties and afterwards reshipped will be charged double landing rates.

14. *Landed and Transhipped*.—Goods for transhipment landed on the Docks or Jetties and afterwards reshipped will be charged one-and-a-third landing rates.

15. No charge for wharf rent will be made until the fourth day after landing, *e.g.* goods landed on Monday will not be liable to wharf rent if removed before Thursday 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. Sundays and holidays will be exempted from rent, unless the goods have already incurred rent, in which case Sundays and holidays are included.

16. When a vessel is entered at the Custom House after 2 P.M., late entry of vessels, on week days or after 1 P.M. on Saturday, in calculating wharf rent the cargo she discharges either on or before the day of her entry will be considered as landed on the next working day.

17. Damaged goods, for which a claim is brought against the ship, will not be charged wharf rent until the fifth day after landing, provided notice of survey is given to the Dock or Jetty Superintendent, as the case may be, within 48 hours after the goods have been received from the ship.

7. Consignees must provide coolies for loading carts.

8. The charge for weighing goods will be one-third of the landing charge.

9. The charge for passing goods in wagons over weighbridge will be 8 annas per wagon.

18. No charge for wharf rent on reshipment goods will be made until the fifth day after landing, provided the charges are to be debited against the vessel's account.

19. No charge for wharf rent on transhipment goods will be made until after the fourteenth day after landing.

20. The wharf rent on railway and warehouse goods will be charged up to the date of the submission of complete papers.

21. In cases of wines free allowance of three clear days will be granted after the date of their removal to the Import Warehouse, but if they are once subject to rent, they are to be treated as ordinary goods, and wharf rent and removal charges will be levied from the date of their landing, after allowing the usual days of grace.

22. Goods which can be loaded by manual labour for direct despatch up-country will be loaded into foreign wagons free of cost, but if loaded at the Jetties into local wagons will be charged one-third of landing.

23. Goods for the Commissioners' warehouses will be transferred from the transit sheds and unloaded free of cost. If such goods are not taken delivery of within 24 hours, wagon demurrage will be charged at the rate of As. 6 per wagon per hour.

24. Goods transferred from transit sheds to the Import Warehouse and subject to wharf rent are liable to removal charges.

25. Removal charges are also to be made on goods returned from gates and put into the Import Warehouse, whether subject to wharf rent or not.

26. An advertising fee of As. 6 for each item will be charged on goods advertised.

27. Charges for the use of the Commissioners' articles—

		Rs.	A.
Tubs	... each	1	0
Platforms	... "	2	0
Hand-trucks	... "	3	0
Gangways	... "	0	8
Tally-books	... "	1	8

28. A fee of Rs. 1 will be charged for issuing a duplicate gate pass or for a certificate of receipt, and a fee of Rs. 2 will be charged for issuing a short-landing certificate.

Over time fee. 29. A fee of Rs. 2 per hour will be charged for passing out cargo before 10 A.M. and after 6 P.M.

30. Kettleage can be supplied for vessels requiring stiffening, especially at Budge-Budge, at the following rates:—

Hire for one month—As. 8 per ton of 21 pieces.  
Subsequent months—As. 4 per ton of 21 pieces per month.

	Rs.
Boat-hire to Budge-Budge	25
Towage	50

31. It is optional with a vessel whether she uses her own or the Commissioners' cranes. If she uses the latter the charges will be as follows:—

	Rs.	A.	P.
For each 35 cwt. crane per day	5	0	0
" 35 " " per $\frac{1}{2}$ day	2	8	0
" 5 ton " per day	10	0	0
" 5 " " per $\frac{1}{2}$ day	5	0	0

32. Day to be from 6 A.M. to 6 P.M., half-day to be from 6 A.M. to noon or noon to 6 P.M.

33. Any part of a day less than a half will be charged as a half day.

34. On a ship applying for cranes, if they are supplied, payment must be made for at least half-a-day, whether they are used or not.

35. Should the application have been for the first half only of a day, and the crane be required for a longer time, another application must be made through the shed officer at least one hour before the expiration of the first half of the day.

36. Application for cranes required for the whole or half of the following day to be made by 4 P. M. to the shed officer.

37. Should cranes for which application has been made for the whole day not be required for more than the first half-day, written notice must be given to the shed officer at least one hour previous to the end of the half-day, or full day will be charged for.

38. All applications for cranes to be in regular book forms with counterfoils, and to be signed by the ship's officer on duty, showing number of cranes required, from what time, and for how long.

## NIGHT WORK.

39. Charge for each crane per hour between 6 P.M. and 6 A.M. covering cost of all other services rendered—

	Imports.
	Rs. A.
Crane charge for night work.	
If three cranes or less	2 12 each.
" four	2 8 "
" five or more	2 4 "

The above charges are subject to a minimum of Rs. 80 for half a night, but if more than one vessel is working at night, the sum of their charges may go to make up the minimum. For instance, if two vessels were working one crane each for six hours on import cargo, then the charges under the Schedule would be for each vessel Rs. 16-8, but under the minimum rule they would each have to pay Rs. 40. If only one vessel is working, she must pay not less than Rs. 80 for the half night.

40. A vessel supplied with electric light for deck and holds will be charged Rs. 7-8 from dark to midnight, and Rs. 7-8 from midnight to day-light.

41. Rate for haulage of cranes from Jetties to any point on the Port Trust Railway and back—

	Rs.
6-ton crane	15
10- " "	25

42. Gross weight on all goods, except metal, red and white lead, will be charged.

No.	DESCRIPTION.	Shipping charges.
		Rs. As. P.
1	Amoxic, in bags of 2 b. manilla	... per ton 0 6 0
2	Amofoida, in cases	... per cwt. 0 1 0
3	Arroz, ...	...
4	Bariz, in bags	...
5	Bariz, in bags of 13 b. manilla	... per bag 0 6 0
6	Betelnut, in bags of 2 b. manilla	... per bag 0 1 0
7	Biscuits	...
8	Blackseed, in bags of 2 b. manilla	... per ton 0 6 0
9	Borra, in cases	... per cwt. 0 1 0
10	Brown, in bags of 13 b. manilla	... per bag 0 6 0
11	Camellia, in cases	... per cwt. 0 1 0
12	Candies, in boxes	... per cwt. 0 1 0
13	Cassia, country, per bundle of two bags	... 0 1 0
14	Cardamoms, in cases	...
15	Cassia, in cases	...
16	Castor seed, in bags of 2 b. manilla	... per ton 0 6 0
17	Chiguan, in screwed boxes	... per cwt. 0 1 0
18	Chiguan, in cases	...
19	Coffee	...
20	Coral, in cases	... per cwt. 0 1 0
21	Cordage	...
22	Cord-making or yarn	... per cwt. 0 1 0
23	Cotton	...
24	Cotton piece-goods of European or country manufacture, in cases or bales	... per bale 0 2 0
25	Cumminseed, in bags of 2 b. manilla, or bale	... per cwt. 0 1 0
26	Cutch	...
27	Diala, in bags of 2 b. manilla	... per ton 0 6 0
28	Flour, in barrels	...
29	Flour, packed in gunnies	... per cwt. 0 6 0
30	Ginger	...
31	Ginger, in bags of 2 b. manilla	... per ton 0 6 0
32	Gum, in cases	...
33	Gum-pieces, in screwed boxes	...
34	Gunny bag	...
35	Gunny-bales, in several sizes	... per bale 0 7 0
36	Gunny-cloth, in several sizes	... per cwt. 0 5 0
37	Gunny, in loose bundles of 20	...
38	Gunny, in bags of 200 to 400 lbs.	... per bundle 0 1 0
		0 2 0

53

No.	DESCRIPTION.	Shipping charges.
		Rs. Ag. P.
39	Hides, buffalo, in sewerol	
40	laid, .....	per 100 pieces 0 42 0
41	Hides, cow, in sewerol	
42	laid, .....	0 8 0
43	Hog's hair, packed in tin with	
44	wood cases .....	per h. mol. 0 1 0
45	Horns .....	per cwt. 0 0 0
46	India-rubber .....	0 0 0
47	Indigo .....	per chest 0 5 0
48	Iron, in plates, bar, rod, hoop, pig,	
49	angle, nail, nails, sleepers, &c.,	per cwt. 0 1 3
50	Iron, galvanized .....	0 1 3
51	Iron, girders, columns, railings,	
52	large-wagon, tanks, &c., .....	0 2 0
53	Iron, scrap of which any simple	
54	piece does not exceed 5 feet,	0 0 6
55	Java and jute-jettings, in bales of	
56	300 to 400 lbs. ....	per bale 0 2 0
57	Jac-dye .....	per chest 0 2 6
58	Jute, in bags of 2 b. mannis	per bag 0 0 0
59	Machinery, if in pieces or cases	
60	ever 2 tons .....	per cwt. See charges by weight.
61	Machinery, if in pieces or cases	
62	under 2 tons .....	0 0 0
63	Mattie steel, in bags of 2 b. mannis	per ton 0 1 0
64	Melanes, in casks .....	per cwt. 0 1 0
65	Manganese .....	0 1 0
66	Manganese, in bags of 2 b.	
67	mannis .....	per ton 0 6 0
68	Myrabolams .....	0 1 0
69	Nix-corn .....	0 12 0
70	Onyx, in bags of 1 b. mannis	per ton 0 12 0
71	Oil, packed in tin with	
72	wood .....	per b. manid 0 1 0
73	Oils, in casks .....	0 0 0
74	Oil-cake .....	per ton 0 1 6
75	Opium .....	per chest 0 4 0
76	Paddy, in bags of 1 b. mannis	per ton 0 12 0
77	Patience .....	per cwt. 0 0 0
78	Pearl of all sorts, in bags of 2 b.	
79	mannis .....	per ton 0 0 0
80	Pepper, long and black .....	per ton 0 1 0
81	Peppercorn, in bags of 2 b. mannis	per ton 0 0 0
82	Przeworski, in cases, China and others	
83	Provisions (all) .....	per cwt. 0 1 0
84	Rage, in sewerol bales of 300 lbs.	per bale 0 0 0
85	Rapeseed, in bags of 2 b. mannis	per ton 0 0 0
86	Rattans .....	per cwt. 0 1 0
87	Rice, in bags of 2 b. mannis	per ton 0 12 0
88	Rum .....	per Imp. gallon 0 2 0
89	Saltfisher, in bales .....	per bale 0 2 0
90	Salt, in cases .....	Measurement rates.
91	Saltfisher, in bags .....	per ton 0 8 0
92	Scots of all other kinds not included in	
93	this schedule, in bags of 2 mannis	0 6 0

No.	DESCRIPTION.	Shipping charges.
		Rs. As. P.
78	Shawls, Cashmere and others ...	Measurement rates.
79	Shallies or scarves ...	0 1 0
80	Silk piece-goods, in cases ...	0 2 6
81	Silk raw, in bales ...	Measurement rates.
82	Skins, goat and sheep, in tanned bales, per 100 pieces	0 5 0
83	Soap, in cases ...	0 1 0
84	Sugarcandy ...	Measurement rates.
85	Sugar and Khaur, in bags or hogsheds ...	0 1 0
86	Tallow, in cases ...	0 0 4
87	" in casks ...	0 1 0
88	Tamarinds ...	0 0 9
89	Tallow, in chests ...	0 1 0
90	" in half-chests ...	0 1 0
91	Tobacco, in bags of 2 b. maunds ...	0 0 6
92	Tinical ...	0 6 0
93	Tobacco, leaf and prepared ...	0 0 9
94	Tracele, in casks ...	0 0 9
95	Turneric ...	0 1 0
96	Twine and lines ...	0 0 9
97	Twist, in bales ...	0 1 0
98	Wax, in cases ...	0 4 0
99	Wood, sandal, red and sapan ...	Measurement rates.
100	Woollen piece-goods of country or Euro- pean manufacture, in cases or bales	0 1 0
101	Wheat, in bags of 2 b. maunds ...	0 1 0
101A	Wool ...	0 6 0
		0 3 0
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
103	Over 3 cubic ft. and under 5 cubic ft. per pkge.	0 2 0
104	Do. 5 do. do. 10 do. do.	0 3 0
105	Do. 10 do. do. 15 do. do.	0 4 0
106	Do. 15 do. do. 20 do. do.	0 4 0
107	Do. 20 do. do. 30 do. do.	0 8 0
108	Do. 30 do. do. 40 do. do.	0 12 0
109	Do. 40 do. do. 50 do. do.	1 0 0
110	Do. 50 do. do. ... do.	2 8 0
CHARGES BY WEIGHT.		
111	On all goods not enumerated, chargeable by weight, and not exceeding 2 tons per cwt.	0 1 6
112	On all goods exceeding 2 tons and not exceeding 4 tons ...	0 2 0
113	Exceeding 4 tons and not exceeding 8 tons ...	0 4 0
114	On all weights over 8 tons ...	0 7 0

N.B.—Wharf rent is charged at 25% of the shipping charges per week or part of a week.

## 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. C.) 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 sea-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 :—

[illegible][illegible]

*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.	Families charged at this				Bent per family
		per remnant of goods not consumed within six months after date of issue, except hampers, Warringtons				
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
		Double Measurement rates.				
1	Abkir, per cwt. ....	0	1	6	0	0
2	Accountants, military .....					0
3	Acids .....					0
4	Adjusted waters, per dozen quarts ..	0	2	0	2	0
5	Agricultural and horticultural machines, per cwt. ....	0	2	0	1	0
6	Almonds, per cwt. ....	0	1	6	0	0
7	Alum .....	0	1	6	0	0
8	Alum .....	0	1	0	0	0
9	Alum .....	0	1	0	0	0
10	Alum .....	0	1	0	0	0
11	Anchor .....	See charges by weight.				
12	Angelic, in bags of two hazar mannds, per bag .....	0	1	0	0	0
13	Antimony, per cwt. ....	0	2	0	0	0
14	Arms, per cwt. ....	Measurement rates.				
15	Arrowroot .....	Ditto.				
16	Arsenic, per cwt. ....	0	4	0	0	0
17	Asphalt .....	0	1	6	0	0
18	Asterisks .....	0	1	6	0	0
19	Atlix, loose .....	0	2	0	1	0
20	Baggas, passenger's, per package .....	0	4	0	2	0
21	Balls, per cwt. ....	0	4	0	0	0
22	Bar, in bags, per cwt. ....	0	1	6	0	0
23	Barley, in bags of ½ hazar mannds, per bag .....	0	1	0	0	0
24	Beds, in cases .....	Measurement rates.				
25	Bed-bricks .....	Ditto.				
26	Beddiana, per cwt. ....	0	2	0	1	0
27	Beer and porter, in wood, per imperial gal-	0	2	0	0	0
28	Beer and porter, bottled, per dozen quarts ..	0	0	9	0	0
29	Bells, per package .....	0	5	0	0	0
30	Bell-metal, per cwt. ....	0	0	0	0	0
31	Billed requisites .....	Measurement rates.				
32	Birds, sold, per c's .....	4	0	1	2	0
33	Blancets, in cases or casks .....	Measurement rates.				
34	Blacking .....	Ditto.				
35	Blackened, in bags of two hazar mannds, per bag .....	0	1	0	0	0

N. B.—For all other goods the ton shall be reckoned at 20 cwts.

I. Goods left in the export shed on the inland vessels' wharves  
Goods free of in course of landing or shipping will incur no  
wharf rent. charge for wharf-rent during the first 36

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.

No.	Description.	Lasting charges at the dock.			Per return of goods, not to the United States or to Japan, Wanchow.	Direct per month to be withdrawn at Wanchow or other ports, as shown in the schedule.
		Rs. A. P.	Rs. A. P.	Rs. A. P.		
35	Bobbins, wooden, in cases	...	...	...	...	...
36	Bones and bone-lust, in bags, per cwt.	0 1 0   0 0 6	0 4 0	...	...	...
37	Boots and shoes, in cases	...	...	...	...	...
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	Burn, in bags of 14 bazar maunds, per bag	0 1 0   0 0 6	0 8 0	...	...	...
41	Buses of sorts, per cwt.	0 1 6   0 1 0	0 4 0	...	...	...
42	Bristle or sulphur, per barrel	0 4 0   0 2 0	2 0 0	...	...	...
43	Buckets, iron, per dozen	0 1 6   0 1 0	0 4 0	...	...	...
44	Butter, in bags 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	Canary, country, per bundle of two bolts	0 1 6   0 1 0	1 0 0	...	...	...
51	Carafes and stone jars	...	...	...	...	...
52	Carbanous, per cwt.	0 4 0   0 2 0	0 8 0	...	...	...
53	Carpet	...	...	...	...	...
54	Carriages on four wheels, each	6 0 0   3 0 0	30 0 0	...	...	...
55	Carpet	2 0 0   1 8 0	20 0 0	...	...	...
56	Carriage, each	...	...	...	...	...
57	Caster Seeds, per bag of two bazar maunds	2 0 0   1 0 0	12 0 0	...	...	...
58	Cement, in barrels, per cwt.	0 0 6   0 0 6	0 8 0	...	...	...
59	Cheese, China, duck, &c.	0 1 0   0 0 6	0 2 0	...	...	...
60	Chalk, per cwt.	0 2 0   0 1 0	1 0 0	...	...	...
61	Chalks, in bags, per cwt.	0 0 6   0 0 6	0 2 0	...	...	...
62	Chemicals, photographic	0 1 6   0 0 9	0 8 0	...	...	...
63	China preserves, in cases	0 1 6   0 0 9	0 10 0	...	...	...
64	Chillies, per cwt.	...	...	...	...	...
65	Cilantro, in cases	...	...	...	...	...
66	Cilantro, per cwt.	0 1 6   0 0 9	0 4 0	...	...	...
67	Cinnamon, in casks, per cwt.	0 1 6   0 0 9	0 4 0	...	...	...
68	Cinnamon, in casks, per cwt.	0 0 9   0 0 6	0 6 0	...	...	...
69	Cider, per dozen quarts	...	...	...	...	...
70	Cigars, in cases	...	...	...	...	...
71	Cinnamon or cassia, per cwt.	...	...	...	...	...
72	Clocks, in cases	...	...	...	...	...
73	Cloves, 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	Cocoa, in bags, per cwt.	0 2 0   0 1 0	0 8 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 8 0	...	...	...
80	Cold-pans, per cwt.	0 1 6   0 0 9	0 6 0	...	...	...
81	Copra and coconut shells, per cwt.	0 1 6   0 0 9	0 6 0	...	...	...
82	Copper, per cwt.	0 1 6   0 0 9	0 4 0	...	...	...
83	Copper, per cwt.	0 1 6   0 0 9	0 4 0	...	...	...
84	Corn, in cases	0 1 0   0 0 6	0 4 0	...	...	...
85	Cortage, per cwt.	0 2 0   0 1 6	0 6 0	...	...	...

No.	Description.	Lasting charges at the dock.			Per return of goods, not to the United States or to Japan, Wanchow.	Direct per month to be withdrawn at Wanchow or other ports, as shown in the schedule.
		Rs. A. P.	Rs. A. P.	Rs. A. P.		
86	Corks	...	...	...	...	...
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 flower)	...	...	...	...	...
90	Crocote, per gallon	0 0 3   0 0 3	0 2 0	...	...	...
91	Crochery	...	...	...	...	...
92	Cubics per cwt.	0 1 6   0 0 9	0 8 0	...	...	...
93	Cummin Seeds, per bag of two bazar maunds	0 2 1   0 1 0	0 8 0	...	...	...
94	Cuties or gambler, per cwt.	0 2 0   0 1 6	0 10 0	...	...	...
95	Cutlery, in cases	...	...	...	...	...
96	Damper, 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	Dhans, per bag of 14 bazar maunds	0 1 6   0 0 9	0 4 0	...	...	...
100	Drainage pipes, per cwt.	0 1 6   0 0 9	0 4 0	...	...	...
101	Drugs	...	...	...	...	...
102	Dry-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	Earthenware	...	...	...	...	...
105	Earth or lubricating oil, in cases, per bazar maund	0 1 6   0 0 6	0 12 0	...	...	...
106	Elephant's tooth and tusks, per cwt.	0 4 0   0 2 0	1 0 0	...	...	...
107	False pearls	...	...	...	...	...
108	Feathers	...	...	...	...	...
109	Felt	...	...	...	...	...
110	Fire-blocks, per cwt.	0 1 0   0 0 6	0 8 0	...	...	...
111	Firebricks, per 1,000	2 0 0   1 8 0	20 0 0	...	...	...
112	Fire-clay, per cwt.	0 1 6   0 0 9	0 8 0	...	...	...
113	Fish, dried and salted, in kegs	0 3 0   0 1 6	0 8 0	...	...	...
114	Fishing poles, per bundle	0 4 0   0 2 0	1 0 0	...	...	...
115	Flax	0 1 6   0 0 9	0 8 0	...	...	...
116	Flour in barrels, per barrel	0 2 0   0 1 0	0 4 0	...	...	...
117	Do. in bags, per cwt.	0 4 0   0 2 0	0 8 0	...	...	...
118	Flower-pots, per dozen	0 4 0   0 2 0	0 8 0	...	...	...
119	Forks, digging, per dozen	0 2 0   0 1 0	0 8 0	...	...	...
120	Fruits, dried, per cwt.	...	...	...	...	...
121	Furniture	...	...	...	...	...
122	Galangali, 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	...	...	...
124	Gambos	...	...	...	...	...
125	Gauze, per cwt.	0 1 6   0 0 9	0 6 0	...	...	...
126	Gauze, per bazar maund	0 1 6   0 0 9	0 8 0	...	...	...
127	Ganja, per bazar maund	0 4 0   0 2 0	1 0 0	...	...	...
128	Ghee, per cwt.	0 4 0   0 2 0	1 0 0	...	...	...
129	Ginger, per cwt.	0 4 0   0 2 0	1 0 0	...	...	...
130	Glass-ware (including shot and plate-glass)	...	...	...	...	...
131	Glass, window, per case	0 2 0   0 1 0	0 4 0	...	...	...
132	Gold, bar, test, &c., per box	0 4 0   0 2 0	1 0 0	...	...	...
133	Gram, per bag of two bazar maunds	0 1 0   0 0 6	0 8 0	...	...	...
134	Gross, per cwt.	0 4 0   0 2 0	0 8 0	...	...	...
135	Gum, in cases	...	...	...	...	...

No.	Description.	Landing charges at the Dock.		Per measure of goods, use to the Custom House or to the Import Warehouse.		From per month to be allowed for storage in the Custom House or in the Import Warehouse, for each article, per cent.
		Rs.	A. P.	Rs.	A. P.	
136	Gunny-places, in screwed bales, per bale ...	0	8 0	0	4 0	3 0 0
137	Gunny-cloth, in screwed bales, per bale of 12 pieces ...	0	4 0	0	3 0	2 8 0
138	Gunny bags, in screwed bales, per bale ...	0	4 0	0	2 0	2 8 0
139	Gunny, loose, bundles of 50 pcs., per bundle ...	0	1 6	0	0 9	1 0 0
140	Gunno, per cwt. ...	0	3 0	0	1 6	0 6 0
141	Gutta serica, per cwt. ...	0	1 6	0	0 9	0 6 0
142	Hair of sorts, per cwt. ...	0	2 0	0	1 0	0 8 0
143	Hans, in cases, each ...	0	1 0	0	0 6	0 2 0
144	Ditto, in cases ...	Measurement rates.				
145	Handwars ...	Ditto.				
146	Harness ...	Ditto.				
147	Hats and caps ...	Ditto.				
148	Hemp, in bales of 300 to 400 lbs., per bale ...	0	2 0	0	1 0	3 0 0
149	Herbs, per cwt. ...	0	2 0	0	1 0	0 6 0
150	Hires, indigo, per 100 ...	0	1 0	0	0 8	4 0 0
151	Do., cow, per 100 ...	0	8 0	0	4 0	3 0 0
152	Hog's lard, per cwt. ...	0	4 0	0	2 0	0 10 0
153	Honey, per cwt. ...	0	6 0	0	1 0	0 6 0
154	Hops, per bale or case ...	0	8 0	0	4 0	2 8 0
155	Horns, per cwt. ...	0	1 6	0	0 9	0 6 0
156	Hosiery ...	Measurement rates.				
157	Hones or cows, each ...	2	0 0	...	...	...
158	India-rubber, per cwt. ...	0	1 6	0	0 9	0 6 0
159	Indigo, per chest ...	0	5 0	0	2 6	...
160	Instruments, musical, mathematical, philosophical, surgical, &c. ...	Measurement rates.				
161	Iron, in plates, bars, rods, hoops, pig, angle, rail, rails, sleepers, &c., per ton ...	1	0 0	0	0 9	0 8 0
162	Iron castings, or hollow-wares, per cwt. ...	0	1 0	0	1 0	0 8 0
163	Do. galvanised, per cwt. ...	0	1 6	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	Iron chains, columns, railings, bridge-work, tanks, posts, &c., over two tons ...	Charges by weight.				
166	Iron safes, per cwt. ...	0	2 0	0	1 0	0 8 0
167	Ironclads ...	Measurement rates.				
168	Ivory, per cwt. ...	0	4 0	0	5 0	1 0 0
169	Jewellery, per box ...	1	0 0	...	...	...
170	Jute and Jute-cuttings, in bales of 300 to 400 lbs., 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	Lanetha ...	Measurement rates.				
175	Lamps ...	Ditto.				
176	Lamp-black, per chest ...	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	Linum ...	Ditto.				

No.	Description.	Landing charges at the Dock.		Per measure of goods, use to the Custom House or to the Import Warehouse.		From per month to be allowed for storage in the Custom House or in the Import Warehouse, for each article, per cent.
		Rs.	A. P.	Rs.	A. P.	
180	Linseed, 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	Mace, 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	Malacca 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	Mathe-seed, per bag of two bazar maunds ...	0	1 0	0	0 6	0 8 0
192	Medicines ...	Measurement rates.				
193	Millicinery and haberdashery ...	Ditto.				
194	Mirrors ...	Ditto.				
195	Molasses, in casks, per cwt. ...	0	1 0	0	0 6	0 10 0
196	Mother-o'-pearl, per cwt. ...	0	1 6	0	0 9	0 0 0
197	Manjeet, per cwt. ...	0	1 0	0	0 6	0 6 0
198	Mustard seed, per bag of two bazar maunds ...	0	1 0	0	0 6	0 4 0
199	Myrabellans, per cwt. ...	0	1 6	0	0 6	0 6 0
200	Nails, in kegs, per cwt. ...	2	0 0	1	0 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 8 0
203	Nutmegs, per cwt. ...	0	3 0	0	1 6	0 8 0
204	Oars, per dozen ...	0	0 0	0	0 6	0 2 0
205	Oats, per bag of 13 bazar maunds ...	0	1 0	0	0 6	0 8 0
206	Ochre, yellow, per cwt. ...	0	2 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, Kerosene, 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	Oliver's stores ...	Measurement rates.				
213	Onions, per maund ...	0	0 8	0	0 6	0 6 0
214	Opium, per chest ...	0	4 0	0	2 6	0 8 0
215	Paddy, per bag of 14 bazar maunds ...	0	1 0	0	0 6	0 8 0
216	Paints, in kegs of 28 to 56 lbs., 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	Pens 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	Pitchbuck, per cwt. ...	0	2 0	0	1 0	0 10 0
222	Phosphorus ...	Double Measurement rates.				
223	Pice-goods, per bale or case not exceeding 20 cubic feet ...	0	4 0	0	3 0	2 0 0

No.	DESCRIPTION.	Tending charges at the docks.			Per removal of goods, not claimed within 48 hours, Import Warehouse.	Rent per month to be charged at the Import Warehouse and at dock sheds or within 48 hours.
		Rs. A. P.	Rs. A. P.	Rs. A. P.		
224	Piece-goods, in bales or cases exceeding 20 cubic feet ...	...	...	...	Measurement rates.	...
225	Pitch and tar, per barrel ...	...	0 4 0	0 2 0	2 0 0	...
226	Pitch and tar, per hoghead ...	...	0 8 0	0 4 0	4 0 0	...
227	Pitch and tar, per butt or puncheon ...	...	0 12 0	0 6 0	6 0 0	...
228	Plaster, in packages, per package ...	...	0 6 0	0 3 0	2 0 0	...
229	Plate-glass, in cases ...	...	...	...	Measurement rates.	...
230	Polish, French, per gallon ...	...	0 1 0	0 0 6	0 4 0	...
231	Poppy seed, per bag of two bazar maunds ...	...	0 1 0	0 0 6	0 8 0	...
232	Precious stones, per case ...	...	1 0 0	0 8 0	...	...
233	Preserves, China and other ...	...	...	...	Measurement rates.	...
234	Provisions (salt), in cases, per case ...	...	0 12 0	0 6 0	3 0 0	...
235	Pumice stones, per case ...	...	0 4 0	0 2 0	0 0 0	...
236	Patch leaves, per cwt. ...	...	0 1 6	0 0 9	0 8 0	...
237	Quicksilver, per cwt. ...	...	0 4 0	0 2 0	0 8 0	...
238	Quills or reeds ...	...	...	...	Measurement rates.	...
239	Quinine ...	...	...	...	Ditto	...
240	Rapeseed, per bag of two bazar maunds ...	...	0 1 0	0 0 6	0 8 0	...
241	Rattans, per cwt. ...	...	0 1 0	0 0 6	0 4 0	...
242	Rice, per bag of two bazar maunds ...	...	0 1 0	0 0 6	0 8 0	...
243	Rice-kowls, in cases ...	...	...	...	Measurement rates.	...
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	Saltfish ...	...	...	...	Measurement rates.	...
247	Saltflower, in screwed bales, per bale ...	...	0 4 0	0 2 0	2 0 0	...
248	Sago, in cases or bags, per cwt. ...	...	0 1 6	0 0 9	0 8 0	...
249	Saltstaple, in bags, per cwt. ...	...	0 2 0	0 0 6	0 6 0	...
250	Samples, per parcel ...	...	0 1 0	0 0 6	0 2 0	...
251	Ditto, in cases ...	...	...	...	Measurement rates.	...
252	Sandalwood, per cwt. ...	...	0 3 0	0 2 0	0 8 0	...
253	Santalwood-leaf, per cwt. ...	...	1 0 0	0 8 0	...	...
254	Sarsaparilla roots, per cwt. ...	...	0 2 0	0 1 0	0 4 0	...
255	Ditto, in cases ...	...	...	...	Measurement rates.	...
256	School slates ...	...	...	...	Ditto	...
257	Screw, jack, per cwt. ...	...	0 2 0	0 1 0	0 8 0	...
258	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	...
259	Senna leaves, per cwt. ...	...	0 1 6	0 0 9	0 6 0	...
260	Shawls, Cashmere, or other ...	...	...	...	Measurement rates.	...
261	Shells or seedling, per chest ...	...	0 2 0	0 1 6	2 0 0	...
262	Shovels, per dozen ...	...	0 2 6	0 1 3	0 8 0	...
263	Shies, ten, per dozen ...	...	1 0 0	0 8 0	4 0 0	...
264	Silk piece-goods, in cases ...	...	...	...	Double Measurement rates.	...
265	Ditto raw, per bale ...	...	0 6 0	0 3 0	2 0 0	...
266	Silver, per box ...	...	0 4 0	...	...	...
267	Shins, calf, per 100 ...	...	0 6 0	0 3 0	2 0 0	...
268	Ditto, goat and sheep, per 100 ...	...	0 1 6	0 0 9	0 6 0	...
269	Shells, in cases ...	...	...	...	Measurement rates.	...
270	Soil, per cwt. ...	...	0 1 0	0 0 6	0 4 0	...
271	Soup ...	...	...	...	Measurement rates.	...

No.	DESCRIPTION.	Tending charges at the docks.			Per removal of goods, not claimed within 48 hours, Import Warehouse.	Rent per month to be charged at the Import Warehouse and at dock sheds or within 48 hours.
		Rs. A. P.	Rs. A. P.	Rs. A. P.		
272	Spices (not in schedules), per cwt. ...	...	0 3 0	0 1 6	0 8 0	...
273	Spelter and solder, per cwt. ...	...	0 1 6	0 1 0	0 4 0	...
274	Spirits, in wood, per Imperial gallon ...	...	0 0 3	0 0 2	0 8 0	...
275	Ditto, bottled, per dozen quarts ...	...	0 1 6	0 1 0	0 8 0	...
276	Stamps or stamp paper ...	...	...	...	Measurement rates.	...
277	Stationery, paper, books, card and paste-board ...	...	...	...	Ditto	...
278	Staves for casks, per bundle ...	...	0 1 0	0 0 6	0 2 0	...
279	Steel, per cwt. ...	...	0 1 6	0 1 0	0 4 0	...
280	Stones, soda, per cwt. ...	...	0 0 6	...	...	...
281	Stones, in blocks, per cwt. ...	...	0 1 6	0 1 6	0 3 0	...
282	Ditto, grinding, per cwt. ...	...	0 1 6	0 1 6	0 4 0	...
283	Ditto, over 2 tons ...	...	...	...	Charges by weight.	...
284	Ditto, cut or engraved, for monumental purposes, per cwt. ...	...	0 2 0	0 1 3	0 6 0	...
285	Sugarcanby, per cwt. ...	...	0 1 6	0 0 9	0 4 0	...
286	Sugar and khaur, in bags or hogheads, per cwt. ...	...	0 0 9	0 0 6	0 6 0	...
287	Sulphate of copper, per cwt. ...	...	0 3 0	0 1 6	0 8 0	...
288	Tale, per cwt. ...	...	0 2 0	0 1 0	0 8 0	...
289	Tallow, per cwt. ...	...	0 4 0	0 2 0	0 8 0	...
290	Tamarind, per cwt. ...	...	0 1 6	0 0 9	0 6 0	...
291	Tea, in chests, each ...	...	2 0 0	0 2 0	0 8 0	...
292	Ditto, in 3 or 4 chests, each ...	...	0 1 3	0 1 0	0 4 0	...
293	Telescopes, per bag of two bazar maunds ...	...	0 1 0	...	...	...
294	Tinbar, squared, per ton of 20 c. ft. ...	...	1 8 0	1 0 0	4 0 0	...
295	Ditto, scantling and planks, per ton ...	...	1 8 0	1 0 0	4 0 0	...
296	Tin plates, in boxes, per box ...	...	0 1 6	0 1 0	0 4 0	...
297	Tin blocks, per cwt. ...	...	0 1 3	0 1 0	0 6 0	...
298	Tinical, per cwt. ...	...	0 1 0	...	...	...
299	Tobacco, manufacturers' rates ...	...	...	...	...	...
300	Tobacco-leaf, per cwt. ...	...	0 1 0	0 0 6	0 3 0	...
301	Trench, in cask, per cwt. ...	...	0 1 0	...	...	...
302	Turnery, per cwt. ...	...	0 1 0	0 0 6	0 10 0	...
303	Turpentine, in drums, per Imperial gallon ...	...	0 0 4	0 0 2	0 2 0	...
304	Ditto, in casks, per Imperial gallon ...	...	0 0 3	0 0 2	0 2 0	...
305	Twine and lines, per bale ...	...	0 8 0	0 1 0	2 0 0	...
306	Twist and yarn, coloured or plain, of sorts, per bale not exceeding 20 cubic feet ...	...	0 4 0	0 3 0	2 0 0	...
307	Twist and yarn, in bales exceeding 20 cubic feet ...	...	...	...	Measurement rates.	...
308	Twist and yarn of sorts, in cases not exceeding 20 feet, per case ...	...	0 4 0	0 5 0	2 0 0	...
309	Twist and yarn of sorts, in cases exceeding 20 cubic feet ...	...	...	...	Measurement rates.	...
310	Type, per cwt. ...	...	0 9 0	0 1 0	0 4 0	...
311	Unbleached ...	...	...	...	Measurement rates.	...
312	Varnish, per cwt. ...	...	0 4 0	0 2 0	0 8 0	...
313	Varnish, oil, per gallon ...	...	0 1 0	0 0 7	0 9 0	...
314	Vedrigis, per cwt. ...	...	0 3 0	0 1 6	0 8 0	...
315	Vermilion, per box ...	...	0 2 0	0 1 0	0 4 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

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 measure.
	Per ton of 27 mds. Rs. A. P.	Per ton of 27 mds. Rs. A. P.	
(1) Rice, raw jute, wheat, pulses, seeds, raw cotton, sulphate, and all other country produce (not otherwise specified) in bags	0 12 0	4 0 0	
(2) Tea ... ..	1 4 0	6 0 0	
(3) Hides, skins and horns ... ..	1 8 0	8 0 0	
(4) Lac, indigo and silk ... ..	2 8 0	10 0 0	
(5) 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 do. do. 10 do. do. ... ..	...	0 3 0
Do. 10 do. do. 15 do. do. ... ..	...	0 4 0
Do. 15 do. do. 20 do. do. ... ..	...	0 5 0
Do. 20 do. do. 25 do. do. ... ..	...	0 6 0
Do. 30 do. do. 40 do. do. ... ..	...	0 12 0
Do. 40 do. do. 50 do. do. ... ..	...	1 0 0
Do. 50 do. 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.*, asafoetida, entch, safflower, camphor, turmeric, niseed, hog's lard, glue, all oils, India-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 vessels 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.

## SCHEDULE H.

## KIDDERPORE GRAVING DOCK.

The following revised scale of charges for the use of the Commissioners' Graving Dock at Kidderpore, framed by them under section 105 of Act III of 1890, and approved by the Local Government in letter No. 81—Marine, dated 9th January, 1895, is published for general information in accordance with the provisions of section 107 of Act III (B. C.) of 1890:—

Revised Scale of Charges.		Feet.
Dimensions—		
Length on blocks ... ..	...	520
Width at entrance ... ..	...	67
Last depth on blocks ... ..	...	23

The Dock is intended principally for the painting and cleaning of vessels, and the execution of very slight repairs. Its use for heavy repairs will only be given in special circumstances.

The terms are as follows, and will include removal of vessels from Tidal Basin into Graving Dock and back, docking, pumping, shoring and undocking; also the use of stages and stage-ropes for cleaning and painting:—

	Rs. A. P.
For the first 24 hours ... ..	0 6 6 per gross ton.
For every subsequent 24 hours up to a total of 8 days from entering ... ..	...
From 9th to 20th day ... ..	300 0 0 per day.
From 20th to 30th day ... ..	300 0 0

After 20 days the Commissioners reserve to themselves the right to increase the daily charge up to any sum not exceeding Rs. 500.

\*Vessels with a gross tonnage of not less than 1,000 tons to have the preference of those whose tonnage is less than 1,000 tons.

A vessel engaging the Dock, and not using it, will be charged Rs. 300.

\*At the 79th Meeting held on the 7th December, 1895, this clause was defined as follows:—

A vessel of less than 1,000 tons is not to have the use of the Graving Dock so long as a vessel of over 1,000 tons is waiting to enter.

The Commissioners will not undertake the work of cleaning, painting or repairing vessels. Owners, Agents or Masters will have to make their own arrangements for the execution of the work.

No commission or other fees will be levied on stores brought either by land or water into the Dock for cleaning, painting or repairing.

No Dock dues will be charged on vessels passing through the Tidal Basin to or from the Graving Dock.

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

#### NOTIFICATION.

THE following rates and charges for shipping coal through the Kidderpore Docks, and for the hire of cranes at the Docks, framed by the Commissioners for the Port of Calcutta under section 105 of Act III (B.C.) of 1890, and approved by the Local Government, are published for general information under the provisions of section 107 of Act III (B.C.) of 1890.

#### Rates for shipping Coal.

1. Coal sent down to the Docks by rail will be shipped direct from the wagons for a charge of eight annas a ton including trimming in the ship's hold.

2. The Commissioners guarantee shippers against liability for wagon demurrage; but when coal arrives before the ship is ready to receive it, and it has to be stacked in order to release the wagons, an additional charge of two annas a ton will be levied from the shipper.

3. The Commissioners guarantee to ship coal as fast as it is sent down up to a maximum of 250 tons a hatch between 6 A.M. and 6 P.M., to be reduced by 50 tons for each intermediate dock in the vessel.

Subject to the above conditions, the Commissioners will be responsible for demurrage of the vessel.

4. At the request of the shipper, night work will be undertaken, an additional rate of one anna a ton being charged. The guaranteed minimum for each hatch for a night's work to be half of that given above for a day.

5. Any coal shut out, not exceeding 200 tons, will be stacked and shipped by the next vessel under charter to a coal company at whatever berth she may load for an extra charge of two annas a ton.

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 15th May, 1894.

#### NOTIFICATION.

THE following scale of charges, framed by the Commissioners for the Port of Calcutta, under section 106, Act III (B.C.) of 1890, and approved by the Local Government, for licensing and regulating cargo boats and flats, and passenger and other boats plying for hire, whether regularly or only occasionally, in or partly within and partly without the Port of Calcutta, and for determining the quantity of cargo or number of passengers to be carried by any such vessel, is published for general information under the provisions of section 107, Act III (B.C.) of 1890:—

#### CARGO BOATS AND FLATS.

##### Scale of Charges.

- |                                                                                                      |           |
|------------------------------------------------------------------------------------------------------|-----------|
| 1. For surveying, registering, branding and painting                                                 | Rs. A. P. |
| number, and issuing license to cargo boats and flats, per ton on tonnage for which license is issued | 0 3 0*    |
| 2. Metal ticket for manjee and manjee's license                                                      | 0 4 0     |
| 3. Endorsement of change of owner in register and license                                            | 2 0 0     |
| 4. Issue of new license to boats and flats, or tickets to manjees, in lieu of those defaced or lost  | 0 8 0     |

#### PASSENGER BOATS AND FLATS.

##### Scale of Charges.

- |                                                                                                                                                            |        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 1. For surveying, registering, branding and issuing license to passenger boats and flats. For every passenger which such vessel is to be licensed to carry | 0 3 0* |
| 2. Plate showing number of license, crew and passengers, in English and Vernacular                                                                         | 0 8 0  |
| 3. License and metal ticket for persons in charge of vessels                                                                                               | 0 4 0  |
| 4. Endorsement of change of owner in register and license                                                                                                  | 2 0 0  |
| 5. Issue of new license to vessels, or tickets to manjees, in lieu of those defaced or lost                                                                | 0 8 0  |

\* *N.B.*—A license to carry passengers entitles a vessel to carry cargo without taking out a second license.

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 14th August, 1894.

\* Up to a maximum of Rs. 7-8-0 in the case of a passenger rowing or sailing boat and Rs. 22 in the case of cargo or passenger boat.

The above scales were sanctioned by the Local Government in letter No. 1685—Munis, dated 26th July, 1894.



## NOTIFICATION.

THE following rates and conditions, framed by the Commissioners for the Port of Calcutta, under section 105, Act III (B.C.) of 1890, and approved by the Local Government in letter No. 2078—Marine, dated 18th September, 1894, for shipping jute from the Kidderpore Docks and from the Jetties, are published for general information under the provisions of section 107, Act III (B.C.) of 1890 :—

*Rules and conditions for shipping jute from the Kidderpore Docks and Jetties.*

- (1). The shipping rate to be 2 annas a bale of 400 lbs., whether brought direct to the Jetties or Docks by railway or cart, or delivered into the Commissioners' wagons at any of the stations on their Tramway.
- (2). The same rate of 2 annas a bale will be charged for cargo put into boats or flats at the Docks for shipment in the stream.
- (3). An extra rate of 1 anna a bale for removal from one shed to another, or from the Docks for shipment at the Jetties.
- (4). The shipping rate of 2 annas a bale will be charged for goods brought into the Docks by boats or flats, stored in the sheds and re-shipped in a vessel lying alongside the Dock quay.
- (5). Boats and flats will be allowed to go alongside and discharge free of charge into a vessel lying in the Docks.
- (6). Shippers will be allowed 14 days' shed accommodation at the Docks, rent free, counting from midnight of the date of arrival in shed until shipped. After the 14 days, the goods will be liable to shed-rent at the rate of 5 annas a ton a month.
- (7). To any shipper guaranteeing shipments of his own at the Docks during the season up to 28th February of the minimum of 75,000 bales (not including any shipment made under Rule 5), a shed will be assigned for his special use, for which no rent will be charged; but the shipper must take full responsibility of the goods after they have been tallied and stored in the sheds allotted to him by the Commissioners, who will then supply labour only for shipping, the shipper tallying into the ship or steamer and obtaining Mate's receipt.
- (8). To such shippers, if the minimum quantity of 75,000 bales is reached, a rebate of  $\frac{1}{2}$  anna per bale will be refunded on all jute shipped by them through the Docks within the season ending 28th February 1895.

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 21st September, 1894.

## NOTIFICATION.

THE following scale of charges for towing vessels in the Port of Calcutta, framed by the Commissioners under section 105, Act III (B.C.) of 1890, and approved by the Local Government in letter

No. 2505—Marine, dated 13th November, 1894, is published for general information, in accordance with the provisions of section 107 of Act III (B.C.) of 1890 :—

*Scale of charges for towing vessels in ballast by the "Hetty" and one steam-hopper, or by two steam-hoppers.*

	Rs.
Budge-Budge to Calcutta or Garden Reach moorings ...	200
Budge-Budge to Dry Dock above bridge ...	250
Dry Dock above bridge to Calcutta or Garden Reach moorings, or vice versa ...	150
For moving a vessel from one mooring to another below bridge, or between a mooring below bridge and the entrance of the Kidderpore Docks ...	100
For a small vessel for which the Hetty alone would be sufficient, two-thirds of any of the above charges.	
For a vessel for which one steam-hopper would be sufficient, half of any of the above charges.	
Half of any of the above charges when one tug belonging to the Port Commissioners is assisted by one not their property.	
Hire of Hetty for a day or part of a day ...	250
Hire of steam-hopper for a day or part of a day ...	150
Towing through the Bridge only dhoonies between 100 and 150 tons ...	25
Do. do. between 150 and 200 tons ...	32

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 20th November, 1894.

## NOTIFICATION.

THE following rates and charges for the hire of cranes at the Docks, and for night work at the Kidderpore Docks and the Jetties, framed by the Commissioners for the Port of Calcutta under section 105 of Act III (B.C.) of 1890, and approved by the Local Government, are published for general information under the provisions of section 107 of Act III (B.C.) of 1890 :—

*Rates for hire of Crane at the Kidderpore Docks.*

1. It is optional with a vessel whether she uses her own or the Commissioners' cranes. If she uses the latter, the charges will be as follows :—

	Rs.	A. P.
For each 35-cwt. crane per day ...	5	0 0
25 " " $\frac{1}{2}$ day ...	2	8 0
5 ton " day ...	10	0 0
5 " " $\frac{1}{2}$ day ...	5	0 0
	10	

2. Day to be from 6 A.M. to 6 P.M., half-day to be from 6 A.M. to noon or noon to 6 P.M.

3. Any part of a day less than a half will be charged as a half day.

4. On a ship applying for cranes, if they are supplied, payment must be made for at least half-a-day, whether they are used or not.

5. Should the application have been for first half only of a day, and the crane be required for a longer time, another application must be made through the shed officer at least one hour before the expiration of the first half of the day.

6. Application for cranes required for the whole or half of the following day to be made by 4 P.M. to the shed officer.

7. Should cranes for which application has been made for the whole day not be required for more than the first half-day, written notice must be given to the shed officer at least one hour previous to the end of the half-day, or full day will be charged for.

8. All applications for cranes to be in regular book forms with counterfoils, and to be signed by the ship's officer on duty, showing number of cranes required, from what time, and for how long.

*Scale of Charges for Night Work at the Kidderpore Docks and the Jetties.*

1. Charge for each crane per hour, covering cost of all other services rendered—

	Import.		Export.	
	Rs.	As. P.	Rs.	As. P.
3 cranes or less	6	8 0	6	0 0
4 " "	6	0 0	5	8 0
5 " " or more	5	8 0	5	0 0

2. The higher charges will be levied if any imports are worked during the night.

3. To any vessel in the Docks using its own derricks, the above charges would be reduced by Rs. 2 per hour.

4. A vessel supplied in the Docks with electric light for deck and holds will be charged Rs. 7-8 from dark to midnight, and Rs. 7-8 from midnight to daylight.

5. The above charges are subject to a minimum of Rs. 80 for half a night; but if more than one vessel is working at night, the sum of their charges may go to make up the minimum. For instance, if two vessels were working one crane each for six hours, on export cargo, then the charges under the schedule would be for each vessel Rs. 36, but under this minimum rule they would each have to pay Rs. 48. If only one vessel is working, she must pay not less than Rs. 80 for the half night.

By order of the Commissioners,  
R. A. DONNITHORNE,

The 21st May, 1895.

Secretary.

**NOTIFICATION.**

The following revised scale of charges, framed by the Commissioners for the Port of Calcutta, under the provisions of section 105 of Act III of 1890, and sanctioned by the Local Government in letter No. 2215-Marine, dated the 17th November, 1900, is published for general information under the provisions of section 107 of the said Act:—

*Scale of Charges for the use of the Receiving Sheds at the Kidderpore Docks.*

The following charges for wharfage, removal, and re-booking will take effect on and from the time that the new sheds come into use:—

1. (a) Wharfage, 25 per cent. of the shipping charge if instructions for shipment and all necessary papers are handed in within seven days from midnight of the date of receipt of the goods in the shed.

(b) Wharfage, 25 per cent. of shipping charge for every seven days or part thereof, if declared within seven days from midnight of date of receipt in the shed as for deferred shipment.

(c) Wharfage, 1 pie per maund per day or part thereof until the goods are removed, or shipping instructions given for each day after expiry of seven days from midnight of date of receipt in the shed, if instructions for shipment and all necessary papers are not handed in before the expiry of the seven days.

2. Removal, i. e., the charge made when goods received in one shed have to be transferred to another, or shipped in a vessel berthed opposite a shed other than that in which the goods are lying, 50 per cent. of the shipping charge.

3. Re-booking, i. e., the charge made when goods originally declared for one vessel are re-declared for another, 25 per cent. of the shipping charge.

In lieu of the above charges for wharfage, a shed or portion of a shed may be leased for five months on the following conditions:—

(1) For each ton of goods placed in the shed a charge of 2 annas, such charge for the five months not to be less than Rs. 125 for each 1,000 s. ft. of floor space occupied by the lessee.

(2) The Commissioners to place the goods in the shed on arrival, stacking them by wagon-loads and removing them for shipment. The lessee to find all establishment and labour for the internal working of the shed.

By order of the Commissioners,

R. A. DONNITHORNE,

The 3rd December, 1900.

Secretary.

## NOTIFICATION.

The following revised scale of charges for wharfage, shed-rent and handling on kerosine oil at the Budge-Budge Petroleum Wharf, framed by the Commissioners under section 103, Act III (B.C.) of 1890, and approved by the Local Government, is published for general information, in accordance with the provisions of section 107 of Act III (B.C.) of 1890 :—

*Scale of Charges for Wharfage, Shed-rent and Handling on Kerosine Oil at Budge-Budge Petroleum Wharf.*

Wharfage on kerosine oil in cases, including storage for seven weeks from the date of the vessel coming alongside a landing-stage	...	...	4½ pias per case
Wharfage on bulk oil	...	...	12 annas per ton
			1 of 280 gallons

*Shed-rent.*—Subsequent to the expiry of the time included in the wharfage—2 pias per case per mensem.

*Handling Charges.*

1½ pias per case from ship to shed.	
1½ " " " shed to railway wagon or boat.	
2½ " " " ship direct to railway wagon.	

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 29th October, 1895.

## NOTIFICATION.

The following scale of charges for landing salt from sea-going vessels, and for shipping salt into sea-going vessels and inland steamers and flats in the Kidderpore Docks, framed by the Commissioners under general information under the provisions of section 107 of Act III (B.C.) of 1890 :—

*Scale of Charges for landing and shipping salt from and to sea-going vessels, &c., &c.*

For landing salt from sea-going vessels in the Kidderpore Docks	...	Rs. As. P.
For shipping salt into sea-going vessels and inland steamers and flats in the Kidderpore Docks	...	0 12 0 per ton.
	...	0 8 0 " "

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 25th November, 1895.

## NOTIFICATION.

The following scale of charge for the supply of labour for tending scales for weighing coal shipped at the Kidderpore Docks, framed by

\* *Vide Port Commissioners' Notification of 20th May, 1903.*

the Commissioners under section 103, and approved by the Local Government, is published for general information under the provisions of section 107 of Act III (B.C.) of 1890 :—

*Scale of charge for supply of labor for tending scales for weighing coal at Kidderpore Docks.*

For the supply of labour for tending scales for weighing coal shipped at the Kidderpore Docks ... Rs. 2 8 0 per 100 tons.

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 25th November, 1895.

## NOTIFICATION.

The following scale of charges for edible grains landed at the Kidderpore Docks, framed by the Commissioners under section 103, and approved by the Local Government, is published for general information under the provisions of section 107 of Act III (B.C.) of 1890 :—

*Scale of charges for edible grains landed at the Kidderpore Docks.*

1. Landing, including four days in shed ... 8 annas a ton.
2. Delivering from the sheds into boats in addition to landing charges ... 2½ " "
3. On grain stacked in the Dock sheds for which no forwarding note for despatch is given, or for the removal of which boats are not provided. The shed chargeable after the expiry of four clear days after the date of landing will be ... 1 anna " a day.
4. Grain railed up for line delivery at Calcutta Port Trust Railway Stations ... 10 annas a ton.

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 1st April, 1897.

## NOTIFICATION.

In supersession of the rate of fee prescribed by the notification dated the 13th September, 1895, published at page 955, Part I, of the Calcutta Gazette, of the 25th idem, the following revised scale of fee

will be levied under sections 99 and 110 of the Sea Customs Act for delivering oil from the Budge-Budge warehouse:—

*Scale of fee for delivering oil from Budge-Budge Warehouse.*  
Rs. 2-4-5 for each transaction of taking kerosine out of bond.

E. H. WALSH,  
Secretary, Board of Revenue, L. P.

The 2nd April, 1897.

#### NOTIFICATION.

The following scale of charges for wharfrage, shed-rent and handling on petroleum in tins, not enclosed in cases, at the Budge-Budge Petroleum Wharf, framed by the Commissioners under section 105 of Act III (B. C.) of 1890, and approved by the Local Government, is published for general information under the provisions of section 107 of Act III (B. C.) of 1890:—

*Scale of charges for Wharfrage, Shed-rent and Handling on Petroleum in tins at Budge-Budge Wharf.*

Wharfrage, including seven weeks' storage	...	1 pie per gallon.
Shed-rent subsequent to the expiry of the time included in the wharfrage	...	1 pie per gallon per mensem.
Handling from ship to shed; shed to boats or wagons	...	½ pie per gallon.

By order of the Commissioners,

G. S. E. NICOLL,

Offg. Secretary.

The 25th May, 1897.

#### NOTICE.

##### *Import and Export Cargoes.*

On and from the 1st July, 1897, vessels will be berthed at the Jetties to discharge only. Cargo will not be received at the Jetties or at any C. P. T. Railway Station for shipment at the Jetties.

2. Vessels on completion of discharge will be required to vacate their Jetty berths; but will, if desired, be berthed in the Kidderpore Dock to load.

3. Export cargo for vessels whose arrival in the river is reported, and which are intended to discharge at the Jetties and load in the Dock, will be received freely in the Dock sheds, and may be

tendered at any C. P. T. Railway Station or at the Jetties for transmission to the Dock.

4. In the case of export cargo tendered at a C. P. T. Railway Station for shipment in the Dock, the following procedure should be observed:—

(1) The shipper will be required to make one payment only, that for shipment, which will be received in the Jetty collection department.

(2) When applying to the Superintendent, C. P. T. Railway, for wagons for export cargo, the applicant should produce a receipt showing that the shipping charge has been paid.

(3) The minimum chargeable on any consignment railed to the Dock for shipment from any C. P. T. Railway Station is Rs. 1-4.

(4) This minimum will not apply to consignments received at the new Jetty export shed for shipment at the Docks.

(5) Applications (consignment notes) for wagons for export cargo will be accepted by the Superintendent, C. P. T. Railway, during office hours only (i. e., from 10 a.m. to 5 p.m.)

5. Export cargo tendered at the Jetties for shipment in the Dock will be received in the new export sheds in the Strand Road. The sheds are divided into compartments, each of which bears a number corresponding to that of the Dock shed for which the cargo is intended; and a receipt will be granted as if the cargo were received in the Dock shed. This receipt will have the same force as the receipt now granted at the Jetties for cargo received for Jetty shipment. The risks of transit between the new export sheds at the Jetties and the Dock sheds will be borne by the Port Commissioners.

The liability of the Port Commissioners in respect of export cargo lying in the Dock sheds will be the same as their present liability for export cargo lying in the Jetty sheds.

6. Arrangements for berthing, discharge and loading will continue to be made as heretofore by the Jetty Superintendent, but the Deputy Superintendent in direct charge of the Dock will control all movements of vessels and all details of working within the Dock, and he has full power to meet, as far as possible, the wishes of shippers and the wants of vessels.

7. Manjees bringing boats to the Dock can have the time of arrival off the Dock head entered on their boat notes, on presenting them at the Dock Master's office on the Dock head.

8. Arrangements to facilitate deliveries of import cargo at the Jetties will also be introduced on and from the 1st July, 1897. Printed instructions for the guidance of consignees' sircars can be obtained on application.

By order of the Commissioners,

G. S. E. NICOLL,

Offg. Secretary.

The 1st June, 1897.

#### NOTIFICATION.

The following scale of charge, framed by the Commissioners for the Port of Calcutta, under section 105, Act III (B. C.) of 1890, and

approved by the Local Government in letter No. 1496-Marine, dated the 14th August, 1897, for the services of the tug *Rescue* in assisting vessels from the Jetties to the Kidderpore Docks, is published for general information under the provisions of section 107, Act III (B. C.) of 1890:—

Scale of charge for assisting vessels from the Jetties to the Docks by the tug *Rescue*, Rs. 100 for each operation.

By order of the Commissioners,

R. A. DONNITHORNE,

The 17th August, 1897.

Secretary.

#### NOTIFICATION.

The following scale of charges, framed by the Commissioners for the Port of Calcutta, under section 105, Act III (B.C.) of 1890, and approved by the Local Government, is published for general information under the provisions of section 107, Act III (B.C.) of 1890:—

#### Scale of Charges for loading and unloading Coal at the Kidderpore Docks.

Scale of charges for unloading coal from wagons and stacking, and for loading boats with coal from stacks at the Bunker Coal Depôts at the Kidderpore Docks	Per ton. Rs. A. P.
For all coal removed from the Docks to vessels in the stream	0 6 6 0 2 0

By order of the Commissioners,

G. S. E. NICOLL,

The 19th April, 1898.

Offg. Secretary.

#### NOTIFICATION.

The following scale of charges is published for general information under the provisions of section 107 of Act III of 1890, and sanctioned by Government of Bengal, Marine Department, in letter No. 70T-Marine, dated the 31st May, 1899:—

#### Schedule of Charges on Coal.

(1) Coal shipped from the shut-out depôt or after having been dumped in one berth removed to another berth for shipment or to the shut-out depôt	Per ton. Rs. A. P.
(2) Fourteen days' free time to be allowed at the depôt, after which the coal to pay	0 6 0 0 1 0 a month.

(3) Squaring up and measuring coal left on the dumping-ground after a vessel has been completed

... Actual cost.  
N.B.—The Commissioners not to be required to ship more than 250 tons a day from the shut-out depôt by any one vessel.

By order of the Commissioners,

G. S. E. NICOLL,

Acting Secretary.

#### NOTIFICATION.

The following scale of charges, framed by the Commissioners under sections 103 and 104 of Act III of 1890, and sanctioned by Government under section 107 of the Act, is published for general information.

By order of the Commissioners,

G. S. E. NICOLL,

The 8th July, 1898.

Acting Secretary.

The following charges will be made by the Commissioners for the Port of Calcutta, in addition to their ordinary charges, for extra despatch in the loading and discharge of vessels, in consideration of the additional charges incurred in effecting such despatch:—

(1) *Loading coal.*—The average rate of loading coal into suitable vessels being 1,000 tons a day, the Shippers or the Agents of the vessel may make special application to the Traffic Manager for a quicker rate of loading, and, if it is found possible to arrange for it, a payment shall be made of Rs. 400 for each day by which the loading days, calculated on the 1,000 tons a day basis, are reduced. Such payments to cover charges for night work. For instance, at the request of an interested party, a vessel carrying 5,000 tons is loaded in four days, and the despatch money of Rs. 400 becomes due. If a vessel carrying 7,000 tons be loaded in five days, the party who asked for despatch would pay Rs. 800.

(2) *Discharging oil vessels at Budge-Budge.*—The advertised rate of discharge being 6,000 cases a day, despatch-money for reducing the number of days in which a vessel is discharged, calculating on this basis, shall be paid for by the person asking for rapid discharge at the following rates:—

	Rs.
1 day	50
2 days	125
3 days	250
Each day over 3 days	100 extra.

#### Quick loading and discharge of Inland Navigation Steam Vessels and Flats.

##### LOADING.

3,000 maunds in 24 hours	1 pie	per maund.
4,000 ditto	1½	ditto.
6,000 ditto	2	ditto.
10,000 ditto	2½	ditto.
15,000 ditto	3	ditto.

## DISCHARGING.

3,000 maunds in 24 hours	...	2	pie	per maund.
5,000 ditto	...	2½		ditto.
8,000 ditto	...	3		ditto.
12,000 ditto	...	3½		ditto.
16,000 ditto	...	4		ditto.

On baled jute these charges are subject to a discount of 30 per cent.

## NOTIFICATION.

The following scale of charges, framed by the Commissioners under section 107 of Act III of 1890, and sanctioned by the Local Government, is published for general information:—

*Use of moorings at Budge-Budge by flats.* Rs. As. P.

For the use of moorings at Budge-Budge by flats,			
for the first 24 hours	...	10	0 0
For each succeeding 24 hours or part of 24 hours	...	2	0 0

By order of the Commissioners,

G. S. E. NICOLL,

Acting Secretary.

The 24th April, 1899.

## NOTIFICATION.

The following scale of charge on troops and followers embarking or disembarking at the Kidderpore Docks or at the Jetties, framed by the Port Commissioners under section 105 of the Calcutta Port Act, 1890, and sanctioned by the Local Government, is published for general information:—

*Embarking and disembarking of troops and followers at Kidderpore Docks and Jetties.*

A charge of Rs. 2 per head will be levied on all troops and followers embarking or disembarking at the Kidderpore Docks or at the Jetties. The scale will have effect from the 22nd June, 1900.

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 4th April, 1901.

## NOTIFICATION.

The following revised scale of charges on wheat, seeds, gram, dhal, peas and lentils shipped at the Docks having been approved by the Local Government, is now published for general information in accordance with section 107 of Act III of 1890, and will come into force on and from the date of this notice.

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

Calcutta, the 1st July, 1902.

REVISED RATES FOR THE SHIPMENT, STORAGE, &c.,  
OF WHEAT, SEEDS, GRAM, DHAL, PEAS AND  
LENTILS AT THE DOCKS.*Shipment Sheds.*

A charge of 6 annas per ton will be made on wheat, seeds, gram, dhal, peas and lentils shipped from the quays. Such charge will include receiving the goods from railway wagoons, flats, boats or carts and stacking them in the sheds prior to shipment. It will also include the Port Trust Railway freight on consignment delivered into the Commissioners' wagons at any of the town stations on the Port Trust Railway for shipment at the Docks.

2. The same rate of 6 annas per ton will be charged on consignments put into boats or flats for shipment in the stream.

3. A removal charge of 4 annas per ton will be made for removal of consignments from one shed to another, or from the Docks for shipment at the Jetties.

4. A charge of 2 annas per ton will be made when goods originally declared for one vessel are re-declared for another or have been shut out from a vessel.

5. Rent will be charged at the rate of 2 annas per ton per week or part of a week—

(a) On goods received in a shipment shed before it is open for the receipt of exports for the vessel by which the goods are to be shipped. Such rent shall cease to accrue as soon as the shed is declared to be open for the receipt of exports by such vessel.

(b) On goods shut out if a fresh dock challan is not submitted by the fourth day following that on which the vessel completed loading.

*Kantapur Sheds.*

6. On consignments unloaded in the Kantapur Sheds the following extra charges will be made:—

(a) Rent at the rate of 2 annas per week or part of a week.

(b) Removal charge at 4 annas per ton for removal of consignment from one shed to another or to the shipment sheds.

7. Shed accommodation at Kantapur will also be rented out at the rate of Rs. 25 per 1,000 square feet per mensem, on the condition that the Commissioners after delivering consignments into the shed shall have no further responsibility in regard to them until such time as they are redelivered to the Commissioners.

NOTE:—When cargo shut out by one steamer is shipped in another steamer of the same line and through the same shed within seven days from midnight of the date on which the vessel shutting out the cargo completed loading, the charge under clause 4 is waived, provided the shipping papers are submitted by the fourth day following that on which the vessel completed loading; failing which, paragraphs 4 and 5 apply.

into wagons. The Commissioners will unload into the shed and reload into wagons.

#### SPECIAL NOTICE.

1. Consignors are specially advised that full wagon loads can be booked direct from up-country (a) to a shipper or (b) to a shipment shed, provided the vessel's name be previously declared. Full particulars in all such cases must be given in the railway receipts, invoices and wagon labels.

2. If a shipment shed be not specified, the goods will be unloaded in the general receiving sheds at Kantapukur. Consignments rejected by shippers may, on the order of the owner, be reloaded and conveyed by rail to Hathkollah or Pathuriaghatta at 6 annas per ton, the loading at the Dock being done by the Port Commissioners and the unloading at Hathkollah or Pathuriaghatta by the consignees.

3. Consignors are further advised that consignees who are not also shippers will be allowed the same free time for taking delivery as at Howrah, and that demurrage will be charged as follows, counting from midnight of the day on which the goods become available for delivery:—

For the first 48 hours no charge, and for each subsequent 24 hours or part thereof, 1 pie per maund or part of a maund.

4. Shippers will be charged rent at the rate of 2 annas per ton per week or part of a week, but any unexpired free time allowed to consignees, whose goods have been taken over by them for shipment, will be added to the first week for which the charge of 2 annas is levied.

Shackle hire 30 days at 4 annas each per day; after 30 days at 2 annas each per day.

Powder Boat hire at 2 annas per package including cooly hire.

Hire of Chain at 2 rupees per day for 30 fathoms. Compensation to Leadsman for being carried off to the sea at 5 rupees per day.

#### NOTIFICATION.

The following revised scale of charge framed by the Commissioners for the Port of Calcutta, under section 105, Act III (B.C.) of 1890, and approved by the Local Government in letter No. 1622—Marine, dated the 5th October, 1903, is published for general information, under the provisions of section 107 of the said Act:—

Description.	Shipping charge at the Jetties and Docks.
Bonement	Twelve annas per ton

By order of, the Commissioners,

R. A. DONNITHORNE,

Calcutta, the 13th October, 1903.

Secretary.

#### NOTIFICATION.

The following revised scale of charge framed by the Commissioners for the Port of Calcutta, under section 105, Act III (B.C.) of 1890, and approved by the Local Government in letter No. 4780—Marine, dated the 4th November, 1903, is published for general information, under the provisions of section 107 of the said Act:—

Description.	Shipping charge at the Jetties and Docks.
Timber	Re. 1.2 per ton The charge to include free storage for 30 days, after which wharf rent will be charged at the schedule rate

By order of the Commissioners,

R. A. DONNITHORNE,

Calcutta, the 9th November, 1903.

Secretary.

#### NOTIFICATION.

The following revised scale of charge framed by the Commissioners for the Port of Calcutta, under section 105, Act III (B.C.) of 1890, and approved by the Local Government in letter No. 588—Marine, dated 4th April 1904, is published for general information, under the provisions of section 107 of the said Act:—

Description.	Shipping charge at the Docks.
Coal	Six and-a-half annas per ton

By order of the Commissioners,

R. A. DONNITHORNE,

The 5th April, 1904.

Secretary.

#### NOTIFICATION.

The following revised scale of charges framed by the Commissioners for the Port of Calcutta, under section 105, Act III (B.C.) of 1890, and approved by the Local Government in letter No. 587—Marine, dated 4th April, 1904, for the landing, shipping and storing of petrol or other dangerous petroleum at the Moyapore Depot, is published for general information, under the provisions of section 107, Act III (B.C.) of 1890:—

	Per gallon, Pies.
(1) Wharfage charge to cover storage for one month	2
(2) Thereafter rent to be charged for every month or part of a month that the petrol or other dangerous petroleum remains in the depot, at the rate of	2

By order of the Commissioners,

R. A. DONNITHORNE,

The 6th April, 1904.

Secretary.

## NOTIFICATION.

The following revised scale of charges for the services of Assistant Harbour Masters employed on Sundays, holidays and before or after the regular working hours, and the fee for transporting or removing a vessel from one part of the Port to another, framed by the Commissioners under section 105, Act III of 1890, and approved by the Local Government in letter No. 9T—Marine, dated 18th April, 1904, is published for general information, in accordance with the provisions of section 107 of Act III (B.C.) of 1890:—

Fee for services of Assistant Harbour Masters employed on	Rs.
Sundays, holidays, and before or after the regular working hours	16
Fee for transporting or removing a vessel from one part of the Port to another	14

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 23rd April, 1904.

## NOTIFICATION.

The following revised scale of charges on goods landed at the Jetties and Docks, and for the use of the 30-ton crane, framed by the Commissioners under section 105, Act III of 1890, and approved by the Local Government in letter No. 8T—Marine, dated 18th April, 1904, is published for general information, in accordance with the provisions of section 107 of Act III (B.C.) of 1890:—

## Landing charges at the Jetties and Docks.

	Rs.	A.	P.
Iron and steel	...	...	...
Galvanized iron	...	...	...
Nails in kegs	...	...	...
Cilman's stores	...	...	...
Paints in kegs	...	...	...
Tin plate	...	...	...
Wire	...	...	...

## Charges for the use of the Commissioners' Floating Crane.

	Rs.	A.	P.
For each lift not exceeding 2 tons	...	...	...
For each lift exceeding 2 tons, but not exceeding 4 tons	...	...	...
For each lift exceeding 4 tons, but not exceeding 10 tons	...	...	...
For each lift exceeding 10 tons	...	...	...

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 23rd April, 1904.

## LANDING AND BATHING GHATS.

## NOTIFICATION.

The 9th October, 1880.—The following revised lists of landing and bathing ghats, reserved by the Commissioners 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:—

## Ghats on the Calcutta Bank of the River.

No.	Landing or Passenger Ghat.	No.	Bathing Ghat.
1.	Burra Sahib's Hat Ghat.	1.	Burra Sahib's Hat Ghat.
2.	Matlabrooj Ghat.	2.	Matlabrooj Ghat.
3.	Alli Nuckhee Khan's Ghat.	3.	Alli Nuckhee Khan's Ghat.
4.	Nimuck Mohal Ghat.	4.	Nimuck Mohal Ghat.
5.	Watganee Ghat.	5.	Watganee Ghat.
6.	Baloo or Hastings Ghat.	6.	Prinsep's Ghat.
7.	Prinsep's Ghat.	7.	Baboo Ghat.
8.	Pany Ghat.	8.	Police Ghat.
9.	Outram Road Ghat.	9.	Hera Lal Sen's Ghat or the ghat north of No. 1 Jetty.
10.	Baboo Ghat.	10.	Mullick's Ghat.
11.	Chandpanl Ghat.	11.	Chittooo Lal's Ghat.
12.	Colvin's Ghat.	12.	Meerbolur or Burra Bazar Ghat.
13.	Police Ghat.	13.	Navab or Juggurnath Ghat.
14.	Armenian Ghat.	14.	Prosenno Coomar Tagore's Ghat.
15.	Mullick's or Durmahatta Ghat.	15.	Nimtolu Ghat.
16.	Meerbolur or Burra Bazar Ghat.	16.	Manick Bose's Ghat.
17.	Navab or Juggurnath Ghat.	17.	Aheerctollah Ghat.
18.	Gulab Ghat.	18.	Mountainoy's Ghat.
19.	Prosenno Coomar Tagore's Ghat.	19.	Ruth Ghat.
20.	Nimtolu Ghat.	20.	Champatollah Ghat.
21.	Aheerctollah Ghat.	21.	Coomertooly Ghat.
22.	Bartollah Ghat.	22.	Rajah's Ghat.
23.	Bangh Bazar Ghat.	23.	Kassy Mitter's Ghat.
		24.	Chakoor Bares Ghat.
		25.	Russick Newgy's Ghat.
		26.	Bangh Bazar Ghat.
		27.	Doorga Churn Mookorji's Ghat.
		28.	Davee Roy's Ghat.
		29.	Chitpore Ghat.



*Ghats on the Howrah Bank of the River.*

No.	Public Landing Ghats.	No.	Public Bathing 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.	Banastolah Ghat.	5.	Banastolah Ghat.
6.	Ramkistopore Ghat.	6.	Ramkistopore Ghat.
7.	Telkai Ghat.	7.	Telkai Ghat.
8.	Chandmarce Ghat.	8.	Chandmarce 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 Gohah Ghat.
		19.	Koyal's Ghat.
		20.	Chatto Baboo's Ghat.
		21.	Moraparah 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 (as Act for the appointment of 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 seen-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.

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 gourds, 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 or shipped 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 weighments of goods to be shipped on board their vessels, no goods shall be permitted to be stacked on the wharves beyond the time actually necessary to convey them away.

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 persons 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.

14. The hours for landing and shipping goods at the inland wharves shall be from 6 A.M. to 6 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, Challans to be authenticated challans, showing the descriptions filled up, and exact quantities of the goods, shall be tendered to the cashier by applicants for the passes. On the tolls levied in the challans, the passes will be drawn up and the 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.

## NOTICE.

From and after the 1st July, 1887, the warehouse situated at Armenian Ghât, between the Hooghly Floating 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 bonded abstrast of the warehouse will be available for the landing of consignments of tea from inland steamers and flats, and tea 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 adapted for this traffic, and those intended for shipment may be loaded up at this platform in the warehouse, or taken to the Jetty sheds. The proximity of the warehouse to the wharves, and 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 Armeanian 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 sent to the ports at the rates which will be taken by wagons direct to the vessels, and the Commissioners will grant a 5 per cent. rebate on 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 :—

## NOTIFICATION.

The following revised Scale of Charges, framed by the Commissioners for the Port of Calcutta under section 105, Act III (B. C.) of 1890, and approved by the Local Government in letter No. 86T-Mnc., dated the 19th June, 1900, to be levied on tea at the Tea Warehouse and at the Kidderpore Docks, is published for general information under the provisions of section 107, Act III (B. C.) of 1890:—

*Revised Scale of Charges on tea at the Tea Warehouse and at the Kidderpore Docks.*

(1) Receiving from railway wagons, carts, steamers, flats or boats, including Port Commissioners' Railway freight and wharf charges, per package	Rs. A. P.
	0 0 6

- (2) Laying down, opening, slitting for ordinary inspection, soldering and closing, and re-opening, re-soldering and re-closing two chests per lot for buyers' samples with storage for one month, per package ... Rs. A. P. 0 2 0
- (3) Cutting on one side, per package ... 0 0 6
- (4) Ditto on both sides, per package ... 0 1 0

*Bulking.*

- (5) Opening, bulking, or blending, weighing (gross and nett), re-soldering, closing, and marking chest as bulked by Port Commissioners, per package ... 0 4 0
- (6) Sorting and re-packing damaged teas without bulking, per package ... 0 4 0
- (7) Weighing nett per package, including opening, re-soldering and closing ... 0 2 6
- (8) Bulking (as defined in clause 5) sale\* teas in lieu of laying down, &c. (under clause 2), including storage for one month, per package ... 0 5 0

*Warehouse Rent.*

- (9) (a) For any period not exceeding 15 days, per package ... 0 0 6
- (b) Exceeding 15 days (or in the case of sale teas one month), per week or part of a week, per package ... 0 1 0

*Delivering from Warehouse.*

- (10) Delivering from Warehouse tea not intended for shipment at Docks, per package ... 0 0 6

*Shipment Charges, &c.*

- (11) Despatching from Warehouse or ghats and shipping on board of vessel at the Docks, per chest containing not more than 50 lbs. tea ... Do. per chest containing more than 50 lbs. ... 0 0 6
- (12) Shipping at the Docks teas sent direct from up-country booked to a steamer or to a shipment shed, from which the teas will be shipped, per chest containing not more than 50 lbs. ... Do. per chest containing more than 50 lbs. ... 0 0 6
- (13) Removal, i.e., the charge made when goods received in one shed have to be transferred to a shed other than that in which the goods are lying, per chest containing not more than 50 lbs. ... Do. per chest containing more than 50 lbs. ... 0 1 0

\* Teas to be declared within a week of arrival at warehouse as sale teas.

- (14) Re-booking, i.e., the charge made when goods Rs. A. P. originally declared for one vessel are re-declared for another, per chest containing not more than 50 lbs. ... 0 0 1 1/2
- Do. per chest containing more than 50 lbs. ... 0 0 3

In the case of shut-out teas, wharf rent is charged after 36 hours have elapsed from the time such cargo was shut out at Re. 1 per full chest, As. 8 per half chest per month, until documents for shipment on board another vessel loading at the Docks have been received or the cargo is removed from the Docks.

N.B.—Teas sent direct to the Docks will be bulked for As. 4 per package if invoiced for bulking before shipment in a vessel for which cargo is being received. If once placed in shipment shed and removed for bulking, a transporting charge of 6 ples per package will be made.

By order of the Commissioners,

R. A. DONNITHORNE,

Secretary.

The 21st June, 1900

## WORKING OF THE KIDDERPORE DOCKS.

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

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

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

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

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

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

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

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

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

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

9. The owners <sup>and</sup> master of a vessel shall—

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

10. The owners <sup>and</sup> or master of a vessel shall—

- (a) At the Docks securely fix the gangway supplied by the Commissioners during the whole time the vessel remains alongside the quay, and fix between sunset and sunrise one lantern at each end of a gangway so placed.
- (b) Alongside any of the Jetties provide at least one gangway plank, not less than two feet six inches wide and of sufficient length, thickness, and strength, to form a convenient communication between the Jetty and the gangway of the vessel; and such gangway plank shall be properly and securely placed between the gangway of the vessel and the Jetty during the whole time the vessel remains alongside the Jetty.
- 11. A preferential use of cranes shall be given for the discharge of import cargo.

12. Heavy lifts of over 25 cwt. shall be declared by masters of vessels, who shall be responsible for all accidents arising owing to mis-declaration of weights of such lifts.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25. Smoking and the use of any unprotected fire or lights in any shed or warehouse within the Dock or Jetty enclosure are strictly prohibited. No person shall smoke tobacco or other substance, or ignite lucifer matches or other inflammable articles, on any pier or

quay, or on board any vessel within the Dock, or at the Jetties except in such places as may be allotted for the purpose.

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

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

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

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

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

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

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

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

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

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

31. No coals, cargo or ballast to be shifted in any of the holds or bunkers after the vessel is blocked, without the special permission

of the Dock Master. If done, it will be at the risk and responsibility of the Commander.

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

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

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

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

36. No person shall remove from the Dock or Jetties any goods other than those for which bills-of-lading, accompanied by Agent's or Master's delivery order, Customs bill-of-entry, and Dock or Jetty *challan* have been deposited with the Commissioners.

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

38. Working hours at the Dock or at the Jetties shall be as may be notified from time to time. Wharf-rent will not be charged for the days observed as holidays by the Custom House, but goods can be received and delivered on such days on payment of Custom House fees.

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

40. The sanctioned holidays recognized by the Commissioners shall be the holidays declared by the Bengal Chamber of Commerce.

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

42. Except for the purpose of enabling masters of vessels to take measurements or weightments of goods to be shipped on board their

vessels, no goods shall be permitted to be stacked on the wharves beyond the time actually necessary to convey them away.

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

44. 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.

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

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

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

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

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

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

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

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

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

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

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

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

## THE

## COMMISSIONERS FOR THE PORT OF CALCUTTA.

*Scale of Charges for services to be performed by the Commissioners for the Port of Calcutta or their servants, or for the use of apparatus provided by the Commissioners.*

*Port-dues to be levied in the Port of Calcutta in accordance with Act X of 1889.*

- (a) On sea-going vessels of 20 tons and upwards, at 4 annas per ton, excepting Dhooneys and Country vessels employed in the Coasting trade, the rate on which shall be 2 annas per ton. The Port-due shall be charged whenever such vessels enter the Port, except that they shall not be chargeable with the due more than once in 60 days.
- (b) Tug Steamers and River Steamers at 4 annas per ton, to be charged once between the 1st January and 30th June, and once between 1st July and 31st December in each year.

NOTE.—No Port-dues chargeable on vessels compelled by stress of weather to re-enter the Port.

Published in the *Calcutta Gazette* of the 21st September, 1892, Part I, page 878.

*Table of fees leviable for the following services under Act X of 1889.*

	Rs. A. P.
Hauling to or from moorings, each operation ...	16 0 0
Hauling to or from swinging moorings, each operation ...	10 0 0
Re-mooring ...	10 0 0
Hauling in and out of Dock ...	16 0 0
Transporting or removing from one part of the Port to another ...	30 0 0
Removing from one mooring to another at the request of the Agents or Master ...	25 0 0
Hooking ...	50 0 0
Measuring a vessel to fix tonnage ...	16 0 0
Measuring space occupied by crew in a sailing vessel ...	30 0 0
Measuring engine-room and crew space in steamers ...	10 0 0
No charge shall be made for removing vessels discharged at the Jetties to moorings in the stream for the convenience of the Commissioners.	30 0 0

## Mooring Hire.

[Sanctioned by the Lieutenant-Governor of Bengal under clause (j), section 7 of Act XII of 1875.]

	All the year round, per diem.	Rs. A. P.
All vessels up to 199 tons ...	1 8 0	
" from 200 " 299 " ...	2 0 0	
" " 300 " 399 " ...	2 8 0	
" " 400 " 499 " ...	3 0 0	
" " 500 " 599 " ...	3 8 0	
" " 600 " 999 " ...	4 0 0	
" " 1,000 " 1,249 " ...	5 0 0	
" " 1,250 " 1,499 " ...	6 0 0	
" " 1,500 " 1,749 " ...	7 0 0	
" " 1,750 " 1,999 " ...	8 0 0	
" " 2,000 " 2,249 " ...	9 0 0	
" " 2,250 " 2,499 " ...	10 0 0	
" " 2,500 " 2,749 " ...	11 0 0	
" " 2,750 " 2,999 " ...	12 0 0	
" " 3,000 and upwards ...	15 0 0	
Occupation of swinging moorings ...	2 0 0	
Special rate for swinging moorings occupied by tug steamers ...	30 0 0	

R.B.—Mooring hire is charged on the gross registered tonnage.

[Sanctioned by the Lieutenant-Governor of Bengal under the provisions of section 107 of Act III of 1890, dated 17th April, 1899.]

	Rs.
For the use of moorings at Budge-Budge by flats, for the first 24 hours ...	10
For each succeeding 24 hours or part of 24 hours ...	2

## Other Fees.

[Sanctioned by the Lieutenant-Governor of Bengal under section 65 of Act V (B. C.) of 1870.]

	Rs. A. P.
Use of buoy hauling in or out of dock ...	10 0 0
Extra fee for Harbour Master employed on Sundays, holidays, or at night ...	16 0 0
Detention of Harbour Master, per diem ...	10 0 0
Salvage on anchors and chains, per cwt. ...	3 8 3
Charge for examination of ship's bottom by native divers ...	37 9 0
Services of European Diver with apparatus, per diem ...	50 0 0

Hire of heave-up boat or anchor-vessel not furnished with steam power, per diem	Rs. A. P.
Steam anchor-boat	20 0 0
Hawser-boat hire	50 0 0
Magazine fees payable on delivery—	6 0 0
On sporting powder, per lb.	0 0 6
On blasting	0 0 6
Godown rent of all cases of powder and ammunition at the rate of one pie per lb. per mensem or portion of a mensem.	0 0 9

## Hospital Dues.

Hospital port dues leviable in accordance with the notification, dated 10th September, 1867, made under the power vested in the Lieutenant-Governor by section 2, Act III (B. C.) of 1867, on sea-going vessels on every entry in the port, per ton	R. A. P.
	0 0 9

Note.—In mooring or unmooring with a Harbour Master on board, the hire of the heave-up boat is included in the mooring or unmooring fee.

Note.—Hospital dues may be compounded for one year from the date of first entry by paying at once on the first entry of the vessel in the Port three times the rate fixed for each entry.

R. A. DONNITHORNE,  
Secretary.

## TONNAGE SCALE FOR PILOTS, 1903.

Branch Pilots	... Above 3,000 tons.
Senior Master Pilots	... From over 1,600 to 3,000 tons.
Junior " "	... 1,600 to 2,600 "
Mate Pilots	... Up to 1,600 tons.

## \* STRENGTH OF THE BENGAL PILOT SERVICE, 1903.

Branch Pilots	... .. 16
Master " "	... .. 28
Mate " "	... .. 8

TOTAL ... 52

\* The actual strength as at present stands is—

Branch Pilots	... .. 16
Master " "	... .. 26
Mate " "	... .. 8

TOTAL ... 50

(Vide Port Officer's letter No. 115 of 8th January, 1904).

## PILOTAGE CHARGES FOR CALCUTTA, 1903.

(Came into force from 1st October, 1903.)

## NOTIFICATION No. 150-MARINE.

The 22nd December, 1903.—With the previous sanction of the Governor-General in Council, the Lieutenant-Governor has been pleased, under section 35 (f) of the Indian Ports Act, X of 1883, to sanction the following revised scale of pilotage fees for the Port of Calcutta:—  
*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 pilotage: 1000 ft.	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	12	12
Not exceeding 5 feet.	54	5	9	14	18	23	27	31	36	40	45	49	54
5 feet and not exceeding 9 feet.	85	8	15	22	29	36	43	50	57	64	71	78	85
9 ditto ditto 10 "	117	10	20	30	40	50	60	70	80	90	100	110	120
10 ditto ditto 11 "	130	12	24	36	48	60	72	84	96	108	120	132	144
11 ditto ditto 12 "	160	14	27	40	54	67	80	93	107	120	133	147	160
12 ditto ditto 13 "	180	16	31	46	61	76	91	106	121	136	151	166	181
13 ditto ditto 14 "	213	18	36	54	71	89	107	124	142	160	178	196	213
14 ditto ditto 15 "	240	21	41	63	85	107	129	151	173	195	217	239	261
15 ditto ditto 16 "	267	24	46	72	96	120	144	168	192	216	240	264	288
16 ditto ditto 17 "	294	27	51	78	105	132	159	186	213	240	267	294	321
17 ditto ditto 18 "	324	30	56	84	112	140	168	196	224	252	280	308	336
18 ditto ditto 19 "	417	38	70	112	149	186	223	261	298	335	372	410	447
19 ditto ditto 20 "	519	48	88	138	186	234	282	330	378	426	474	522	570
20 ditto ditto 21 "	574	54	96	144	192	240	288	336	384	432	480	528	576
21 ditto ditto 22 "	627	60	105	157	205	252	300	348	396	444	492	540	588
22 ditto ditto 23 "	680	67	114	172	220	267	315	363	411	459	507	555	603
23 ditto ditto 24 "	741	68	124	186	234	282	330	378	426	474	522	570	618
24 ditto ditto 25 "	800	71	132	213	261	309	357	405	453	501	549	597	645
25 ditto ditto 26 "	1,004	84	167	234	302	369	438	507	576	645	714	783	852
26 ditto ditto 27 "	1,173	98	196	284	352	420	488	556	624	692	760	828	896
27 ditto ditto 28 "	1,358	110	220	328	405	482	559	636	713	790	867	944	1,021
28 ditto ditto 29 "	1,550	125	258	377	465	552	639	726	813	900	987	1,074	1,161
29 ditto ditto 30 "	1,750	142	288	427	525	612	700	788	876	964	1,052	1,140	1,228

DRAUGHT.	Full pilotage: 1000 ft.	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	12	12
Not exceeding 5 feet.	54	5	9	14	18	23	27	31	36	40	45	49	54
5 feet and not exceeding 9 feet.	85	8	15	22	29	36	43	50	57	64	71	78	85
9 ditto ditto 10 "	117	10	20	30	40	50	60	70	80	90	100	110	120
10 ditto ditto 11 "	130	12	24	36	48	60	72	84	96	108	120	132	144
11 ditto ditto 12 "	160	14	27	40	54	67	80	93	107	120	133	147	160
12 ditto ditto 13 "	180	16	31	46	61	76	91	106	121	136	151	166	181
13 ditto ditto 14 "	214	18	36	54	71	89	107	124	142	160	178	196	213
14 ditto ditto 15 "	240	21	41	63	85	107	129	151	173	195	217	239	261
15 ditto ditto 16 "	267	24	46	72	96	120	144	168	192	216	240	264	288
16 ditto ditto 17 "	294	27	51	78	105	132	159	186	213	240	267	294	321
17 ditto ditto 18 "	324	30	56	84	112	140	168	196	224	252	280	308	336
18 ditto ditto 19 "	400	38	70	112	149	186	223	261	298	335	372	410	447
19 ditto ditto 20 "	474	48	88	138	186	234	282	330	378	426	474	522	570
20 ditto ditto 21 "	549	54	96	144	192	240	288	336	384	432	480	528	576
21 ditto ditto 22 "	627	60	105	157	205	252	300	348	396	444	492	540	588
22 ditto ditto 23 "	680	67	114	172	220	267	315	363	411	459	507	555	603
23 ditto ditto 24 "	741	68	124	186	234	282	330	378	426	474	522	570	618
24 ditto ditto 25 "	800	71	132	213	261	309	357	405	453	501	549	597	645
25 ditto ditto 26 "	1,004	84	167	234	302	369	438	507	576	645	714	783	852
26 ditto ditto 27 "	1,173	98	196	284	352	420	488	556	624	692	760	828	896
27 ditto ditto 28 "	1,358	110	220	328	405	482	559	636	713	790	867	944	1,021
28 ditto ditto 29 "	1,550	125	258	377	465	552	639	726	813	900	987	1,074	1,161
29 ditto ditto 30 "	1,750	142	288	427	525	612	700	788	876	964	1,052	1,140	1,228



**THE COMMERCIAL FLEET OF CALCUTTA.**  
*Arrivals in the Port.*

YEAR.	SAILING VESSELS.			STEAMERS.			
	Number.	Gross Tonnage.	Average Tonnage.	Number.	Passed the Suez Canal.	Gross Tonnage.	Average Tonnage.
1881 ...	478	570,187	1,208	506	158	1,009,652	1,991
1882 ...	473	564,325	1,184	601	239	1,243,680	2,066
1883 ...	532	639,974	1,208	619	208	1,342,213	2,170
1884 ...	482	605,567	1,247	603	226	1,371,802	2,279
1885 ...	371	486,374	1,307	532	188	1,243,500	2,333
1886 ...	444	610,457	1,361	587	191	1,363,032	2,332
1887 ...	349	507,862	1,455	676	179	1,646,677	2,435
1888 ...	309	457,491	1,480	745	184	1,818,424	2,440
1889 ...	306	466,433	1,524	717	155	1,741,791	2,439
1890 ...	228	369,654	1,621	802	193	2,008,010	2,503
1891 ...	220	358,173	1,537	903	240	2,275,689	2,520
1892 ...	250	403,548	1,614	840	228	2,252,241	2,681
1893 ...	168	282,835	1,683	815	229	2,245,353	2,755
1894 ...	166	293,703	1,769	840	220	2,367,469	2,818
1895 ...	140	234,823	1,677	930	258	2,725,656	2,930
1896 ...	113	181,274	1,604	906	232	2,728,761	3,011
1897 ...	117	207,405	1,772	1,059	225	3,162,974	2,986
1898 ...	116	208,800	1,800	1,115	214	3,428,080	3,074
1899 ...	91	166,192	1,826	1,132	238	3,581,675	3,164
1900 ...	42	64,877	1,544	1,352	204	4,421,559	3,270
1901 ...	31	43,400	1,400	1,308	256	4,504,973	3,444-16
1902 ...	20	39,721	1,369-68	1,292	227	4,493,927	3,478-27
1903 ...	29	42,128	1,452-68	1,311	238	4,737,009	3,613-27

**Revised Notification declaring the Port-due  
leviable on Vessels entering the  
Port of Calcutta.**

**Government of Bengal.**

MARINE DEPARTMENT.

*The 24th April, 1903.*

No. 51.—*Marine*.—In exercise of the power conferred by section 33, sub-section (r) of the Indian Ports Act, 1889 (X. of 1889), and in supersession of the Notification under the same sub-section, dated the 19th September, 1892, published in the *Calcutta Gazette* of the 21st *item*, part I, page 878, the Lieutenant-Governor is pleased to direct that the Port-due leviable on vessels entering the Port of Calcutta shall be as follows, namely:—

- (1) On sea-going vessels of twenty tons and upwards (except those referred to in clause (2), *infra*) and on tug steamers and river steamers, four annas per ton;
- (2) On dhonis and country vessels of twenty tons and upwards, employed in the coasting trade, two annas per ton.

W. A. INGLIS,

*Offg. Secy. to the Govt. of Bengal.*

**Concession in Port-due leviable on vessels in  
ballast entering the Port of Calcutta.**

**Government of Bengal**

MARINE DEPARTMENT.

*The 24th April, 1903.*

No. 52.—*Marine*.—In exercise of the power conferred by section 46 of the Indian Ports Act, 1889 (X. of 1889), the Lieutenant-Governor is pleased to determine that the rate of Port-due to be charged on a vessel entering the Port of Calcutta in ballast and not carrying passengers shall be three-fourths of the rate with which she would but for this notification be chargeable.

W. A. INGLIS,

*Offg. Secretary.*

## MARINE DEPARTMENT.

*The 14th August 1903.*

*No. 106, Marine.*—In exercise of the power conferred by section 5 of the Indian Explosives Act, 1884, and in supersession of the rules sanctioned under the Notification of this Government, No. 6 Marine, dated the 10th January, 1902, the Lieutenant-Governor is pleased, with the previous sanction of the Governor-General in Council, to make the following amended rules to regulate the transport and importation of explosives, other than those mentioned in section 14 of the Act, in the Port of Calcutta.

These rules are supplementary to the rules relating to the transport and importation of explosives made by the Governor-General in Council and published in Home Department Notification No. 5528, dated the 11th October, 1901, and amended under Notifications Nos. 2336 and 2547, dated the 11th June and the 25th June, 1903, respectively.

W. A. INGLIS,

*Offg. Secy. to the Govt. of Bengal.*

*N. B.*—"Explosive," as defined in section 4, Act IV of 1884, and as used in these rules—

(a) means gunpowder, nitro-glycerine, dynamite, gun-cotton, blasting powder, fulminate of mercury or of other metals, coloured fires, and every other substance whether similar to those above mentioned or not, used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect; and

(b) includes fog-signals, fireworks, fuzes, rockets, percussion caps, detonators, cartridges, ammunition of all descriptions and every adaptation or preparation of an explosive as above defined. It also includes any dangerous substance which may have been ordered by the Governor-General in Council, under section 17 of the Indian Explosives Act, 1884, to be deemed an explosive.

1. Except as is hereinafter provided for, no vessel shall have on board, within the limits of the port, any explosive, as defined in section 4, Act IV of 1884, except 15 lbs. of common gunpowder vessels are by this rule permitted to keep on board shall be stored in a copper magazine out of risk of fire and explosion.

All explosives which by this rule may be ordinarily retained on board vessels in port shall be discharged before a vessel is taken into dry dock.

2. All inward-bound vessels carrying explosives in excess of 15 lbs. of common gunpowder, in addition to 12 rockets and 12 blue-lights, are prohibited from proceeding above Budge-Budge, and the master of any vessel lying within the port which shall have on board any explosive in contravention of these rules shall be liable to a fine which may extend to the sum mentioned in clause (a) or clause (b), as the case may be, of the proviso to section 5 of the Indian Explosives Act, 1884.

3. Explosives of classes 1, 6 and 7, as laid down in the rules issued under Government of India Notification No. 5528, dated 11th October, 1901, that is to say, gunpowder, ammunition and fireworks, in excess of the quantity prescribed in Rules 1 and 2, shall be landed and deposited in the magazine at Moyapore.

4. For the convenience of vessels having ship's gunpowder on board, a properly constructed powder-boat will be always in attendance off the magazine for landing and shipping the 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 ship's powder shall not commence until it is landed on the bank, and shall cease as soon as it is shipped on board the boat. Every precaution will be taken to insure the safety of the powder while in the boat, but the landing and shipping shall be at the risk of the vessel.

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

6. Explosives specified in the first division, class 6 of the rules published under Government of India Notification No. 5528, dated 11th October, 1901, *viz.*, safety cartridges, safety fuzes for blasting, railway fog-signals, percussion caps and, under certain conditions, fuzes for shells and tubes friction for guns, brought as part of a general cargo and which have been placed on board the vessels while lying in dock at ports of shipment, may be brought into port and landed at the docks or jetties in accordance with the regulations prescribed in that behalf in the Port Commissioners' bye-laws.

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

The expression "safety cartridges" means cartridges for small arms of which the case can be extracted from the small-arm after

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

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

7. In order to avoid unnecessary detention, masters of vessels requiring the use of the powder-boat shall hoist a flag at the topmast head on coming in sight of the magazine as a signal to the keeper to have the boat and coolies in attendance.

8. Masters of vessels shall mark the names of their respective vessels on the barrels and packages of ship's gunpowder previously to their being landed; if not marked, they shall not be received by the magazine boat.

9. Explosives shall not be landed within the port or at Moyapore or Diamond Harbour at any time when artificial lights are required to be used, and no explosives shall be landed, received into, or delivered from, the magazine when artificial lights are required to be used.

10. The magazine-keeper shall give to the master of any vessel landing explosives at the magazine a receipt for the number master for the re-delivery of such packages.

11. Before entering the limits of the port, the master of every vessel having explosives on board shall make and sign a declaration in writing that to his knowledge and belief there is not on board any explosive exceeding the quantity prescribed in these rules.

12. A clerk shall be always in attendance in the powder-boat and shall receive from the master the declaration specified in the foregoing rule.

13. If any vessel shall be prevented, by stress of weather or by being in distress, from landing or depositing such explosives in excess of the quantity allowed aforesaid, such vessel may be permitted to come up to the lower limit of the port, but shall not proceed above Matteenbroj Ghat, and the master of such vessel shall forthwith give notice to the Harbour Master of his having such explosives on board, and shall obey the Harbour Master's directions relating to the same.

14. Masters of vessels outward bound, who may require ship's gunpowder for their outward voyage, shall not take such powder on board in any part of the river above Budge-Budge, with the exception of a quantity not exceeding 15 lbs. of common gunpowder in addition to 12 rockets and 12 blue-lights.

15. Masters of vessels who have deposited ship's powder at the magazine shall inform the Harbour Master of the date on which

the vessel will pass the magazine outward bound, and on receipt of this information, orders shall be forwarded to the 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 taking the powder on board, the receipt granted by the magazine-keeper shall be given up.

16. Boats shall be permitted to take on board at the Moyapore magazine and bring as far as Neemuck Mehal Ghat, under cover of passes to be granted by the Commissioner of Police and the Port Commissioners, 50 lbs. of trade gunpowder, the property of dealers and consignees.

17. Delivery of trade powder into boats at the Moyapore magazine for conveyance to Calcutta shall only be granted upon orders issued by the Port Commissioners.

18. No boat containing powder under the provisions of Rules 16 and 17 shall be allowed to proceed above Neemuck Mehal Ghat. All such powder shall be landed at Neemuck Mehal Ghat, and no powder shall be landed at any other Ghat, except with the special permission of the Port Commissioners.

19. No smoking, and no fire or light of any description, except the red lamp between sunset and sunrise, shall be permitted on board of any boat having explosives on board.

20. Masters of vessels having on board explosives belonging to the following classes, as laid down in the rules prescribed in the Notification of the Government of India, Home Department, No. 5528, dated 11th October, 1901, must make their own arrangements for the discharge of the explosives:—

CLASS 2.—Nitrate mixture.	CLASS 4.—Chlorate mixture.
3.—Nitro compound.	5.—Fulminate.

21. Explosives of the classes specified in the foregoing rule shall not be landed at the Moyapore magazine. They shall only be allowed to enter, and pass through, the port under the supervision of the Port Police and subject to such restrictions as may, from time to time, be ordered by the Commissioner of Police and the Port Commissioners, in addition to the restrictions laid down in the rules promulgated by the Government of India under Notification No. 5528, dated 11th October, 1901. But they may be landed at Diamond Harbour and conveyed thence by rail to Durgapur; provided they are taken direct from the vessel to wagons; or if there be no wagons ready to receive them, arrangements are made for their safe custody after leaving the vessel.

22. Boats containing explosives of the classes specified in the two foregoing rules may anchor at Diamond Harbour if it is intended to land the explosives at that place, but shall, in no case, anchor within port limits, or be made fast at any part of the river bank or alongside any vessel, stage, jetty, or pier within the limits of the port. Such boats, if allowed to enter port, shall proceed direct through the port to the place licensed by the Local Government for the landing and storage of the explosives.

*Rules to regulate the importation, sale, &c., of Carbide of Calcium in Bengal.*

*The 4th November, 1903.*

*No. 132.—Marine.—Notification.*—In exercise of the power conferred by section 9 of the Indian Petroleum Act, 1899 (*VIII of 1899*) and with the previous sanction of the Governor-General in Council, the Lieutenant-Governor is pleased to make the following rules to regulate the importation, possession, sale and transport of carbide of calcium in Bengal.

W. A. INGLIS,  
*Offg. Secy. to the Govt. of Bengal.*

*Preliminary Definitions.*

In the following rules and forms the expression "the town of Calcutta" means all places within the local limits of the Original Civil Jurisdiction of the High Court of Judicature at Fort William in Bengal; and the expression "suburbs of Calcutta" means the area excluded under section 1 of the *Calcutta Suburban Police Act, 1866* (*Bengal Act II of 1866*), from the general police district of Bengal.

**I.—IMPORTATION.**

1. Carbide of calcium may be imported only at the ports of Calcutta and Chittagong.

2. The master, or the agent of the owner, of every vessel arriving at any port referred to in rule 1, and carrying carbide of calcium, shall, on entering the harbour and before discharging any cargo, declare in writing to the Collector of Customs the number and description of, and marks on, the packages of carbide of calcium on board his vessel.

3. On receipt of the declaration referred to in rule 2, the Collector of Customs shall, on the production of a license to import carbide of calcium granted under these rules (and a certificate that the consignment analyst in the country of manufacture of carbide of calcium is commercially pure), permit the carbide to be landed and removed in accordance with the requirements of rule 6. In cases in which such a certificate cannot be produced, the Collector of Customs shall permit the carbide of calcium to the amount permitted by the import license to be landed.

4. As soon as the carbide of calcium has been deposited under the second part of rule 3, sample shall be taken of each consignment and forwarded to the Chemical Examiner to be tested

5. Each consignment of the carbide of calcium shall be separately tested, and for that purpose a sample shall be taken from one drum or case in every two hundred drums or cases.

6. On the production of the certificate referred to in rule 3, or if after test any consignment is pronounced by the Chemical Examiner to be commercially pure, *i. e.*, to contain no impurities liable to generate phosphoretted or silicuretted hydrogen so as to render the gas evolved liable to ignite spontaneously, it may be removed under a license to transport carbide of calcium granted under Part III, to premises in respect of which a license to possess carbide of calcium has been granted under Part II.

7. If after test any consignment is pronounced by the Chemical Examiner to be not commercially pure, notice shall be given to the importer to destroy the consignment within seven days, and if the importer fails to do so, the Collector of Customs shall cause the consignment to be destroyed by immersion in at least twenty times its bulk of water.

8. The fee for testing each consignment shall be five rupees.

9. Carbide of calcium shall be landed only between sunrise and sunset and at such place or places as the Collector of Customs shall direct.

10. Carbide of calcium may be imported only under a license granted under these rules. Such licenses shall be either general or special in Form A or Form B in the schedule, and may be granted by the Commissioner or Deputy Commissioner of Police in the town and suburbs of Calcutta and by the District Magistrate elsewhere.

11. A general license to import carbide of calcium, which will be in force for one year from date of issue, may be granted only to a person owning, or having a lease for at least one year of, a building fulfilling the requirements of rules 16 to 18.

12. A special license to import carbide of calcium may be granted for a particular consignment and for a specified period not exceeding six months, if the importer satisfies the licensing officer that the carbide of calcium will be stored in such a building as aforesaid.

13. The fee for a license to import carbide of calcium shall be five rupees.

**II.—POSSESSION AND SALE.**

14. No license shall be required for the possession or sale of carbide of calcium in any quantity not exceeding five pounds, if it is kept in separate vessels, each containing not more than one pound, of the nature described in, and labelled as required by, rule 43.

15. Carbide of calcium in any quantity exceeding five pounds may be kept only under a license to possess carbide of calcium granted under these rules. Every application for such a license

shall be in Form C in the schedule, and, where the applicant proposes to engage in the manufacture of acetylene gas, the generating apparatus to be used by the licensee must, if manufactured in India, have been examined by the Calcutta Boiler Commission and certified by it to be suitable, or, if imported, must either have been so examined and certified or be of a type approved by the Committee on Acetylene Generators appointed by the Department of His Majesty's Inspector of Explosives, London.

16. Carbide of calcium shall be stored—

- (1) if in quantities aggregating not more than four hundred and fifty pounds,—in a suitable uninhabited building at least twenty feet away from any other premises;
- (2) if in quantities aggregating more than four hundred and fifty pounds and not more than three thousand pounds,—in a suitable uninhabited building at least forty feet away from any other premises;
- (3) if in quantities aggregating more than three thousand pounds and not more than twenty-five tons,—in an uninhabited building at least one hundred feet away from any other premises.

Not more than twenty-five tons of carbide of calcium shall be stored in any one building.

17. Every building for the storage of carbide of calcium shall be—

- (a) constructed with stone, brick or iron walls with terraced tiled or iron roofs, and with tiled, paved, cemented or iron floors raised at least a foot above the ground level; and
- (b) well ventilated and water-tight to the satisfaction of the licensing officer.

18. Carbide of calcium shall be stored only on racks or trestles standing at least one foot above the floor of the building, unless the articles of an inflammable or combustible nature shall be kept in the same building.

19. Licenses to possess carbide of calcium shall be in Form D in the schedule, and may be granted by the Commissioner or Deputy Commissioner of Police in the town and suburbs of Calcutta, and by the District Magistrate elsewhere.

20. Such licenses shall be in force for one year from the dates of issue.

Provided that the licensing officer may, at any time, for good and sufficient reasons, cancel any such license.

21. The fee for a license to possess carbide of calcium shall be five rupees for each building

22. Every application for the renewal of a license to possess carbide of calcium shall be made in the same manner as an application for an original license.

23. Every such application shall be made at a date not less than fifteen days prior to the date on which the original license expires. The same fee shall be charged for the renewal of a license as for an original license.

24. Every retail vendor of carbide of calcium, selling any quantity exceeding half-a-pound to a purchaser, shall deliver it to him in an air-tight tin or drum, packed and marked in accordance with these rules, and bearing the name of the vendor plainly printed on the package.

25. Every retail vendor shall keep his carbide of calcium in a receptacle which can be easily opened and closed again so as to be air-tight, and shall open, for the purposes of sale, not more than one drum at a time.

### III.—TRANSPORT.

26. No license shall be required for the transport of carbide of calcium in any quantity not exceeding five pounds if it is packed in separate vessels, each containing not more than one pound, of the nature described in, and labelled as required by, rule 43.

27. Carbide of calcium in any quantity exceeding five pounds may be transported only under a license to transport carbide of calcium granted under these rules, and shall not be deposited at any time during transit in any building other than a building fulfilling the requirements of rules 16 and 17, and shall not be stored in any such building except in accordance with the conditions as to storage prescribed by rule 18. But if temporary storage in a railway goods shed is found necessary in the course of transport, and if such storage is not protracted beyond a period of 48 hours, it will only be necessary for the railway authorities to see that the carbide is not already wet and is not allowed to get wet. Temporary storage during the transport in an ordinary railway building not complying with the conditions laid down in rules 17 and 18 shall not be permitted for a longer period than 48 hours.

28. (1) Where carbide of calcium is transported by passenger train, no quantity exceeding four hundred and fifty pounds shall be carried by any one train, and the wagons shall be well ventilated and protected from rain.

(2) Under no circumstances shall a naked lamp or other unprotected artificial light be taken into a wagon, vessel or conveyance containing carbide of calcium.

29. Licenses to transport carbide of calcium shall be either general or special in Form E or Form F in the schedule, and may be granted by the Commissioner or Deputy Commissioner of Police in the town and suburbs of Calcutta, and by the District Magistrate elsewhere.

30. A general license to transport carbide of calcium may be granted only to a person who holds an annual license to possess a quantity exceeding four hundred and fifty pounds of carbide of calcium.

31. A special license to transport carbide of calcium may be granted to any person for a particular consignment at the discretion of the licensing officer.

32. The fee for a general license to transport carbide of calcium shall be five rupees.

33. An application for a general license to transport carbide of calcium shall state—

(a) the number and date of the license to possess carbide of calcium held by the applicant; and

(b) the period of currency of that license.

34. A general license to transport carbide of calcium shall be in force for not more than one year, and shall in no case remain in force after the date on which the license to possess carbide of calcium held by the applicant expires.

35. An application for a special license to transport carbide of calcium shall state—

(a) the place from which the carbide of calcium is to be transported;

(b) the place to which it is to be transported;

(c) the number of drums or cases;

(d) the quantity in each drum or case;

(e) the name and address of the consignee;

(f) whether the consignee has a license to possess carbide of calcium sufficient to cover the amount transported; and

(g) the date on which it is proposed to despatch the consignment.

36. A special license to transport carbide of calcium shall be in force for such period, not exceeding one month from the date of the grant of the license, as may be specified on the same.

37. The fee for a special license to transport carbide of calcium shall be one rupee.

38. The holder of a general license to transport carbide of calcium shall with each consignment exceeding four hundred and fifty pounds conveyed under cover of his license, issue a pass in Form G in the schedule, specifying—

(a) the places from and to which the carbide of calcium is to be transported;

(b) the quantity of carbide of calcium covered by the pass;

(c) the name and address of the consignee; and

(d) whether the consignee has a license to possess carbide of calcium sufficient to cover the amount transported.

#### IV.—INSPECTION.

39. The Commissioner or Deputy Commissioner of Police, or any Police officer of a rank not lower than that of Inspector appointed by the Commissioner or Deputy Commissioner in writing in the town and suburbs of Calcutta, or, in a district, the District Magistrate or any Police officer of a rank not lower than that of Sub-Inspector appointed by the District Magistrate in writing, or any other officer appointed by the Local Government in this behalf, may at any time enter any premises in respect of which a license to possess carbide of calcium has been granted, for the purpose of inspecting the same.

40. Any officer so inspecting may require a sample or samples to be delivered to him from any drum or case of carbide of calcium stored in the premises inspected.

41. The licensee of any premises inspected shall, personally or through a representative, show to the officer so inspecting every place and every vessel in which carbide of calcium in his possession is kept, deliver any samples required, and give such assistance as that officer may require.

42. Where a license to transport carbide of calcium has been granted, any officer authorised under rule 39 may, at any time, and, on or before the arrival of the carbide of calcium at its destination, board any vessel, or detain any conveyance, used for such transport, for the purpose of inspecting the pass granted to the licensee and seeing whether the provisions of these rules and the conditions of the license have been complied with.

#### V.—GENERAL.

43. Where carbide of calcium—

(a) is imported or kept at any place after seven days from the date of its importation, or

(b) is transported, or

(c) is sold or exposed for sale,

it shall be contained in substantial hermetically closed metal vessels containing not more than one hundred and fifty pounds, having no copper in their construction and having attached to them labels stating in conspicuous characters the words—  
"CARBIDE OF CALCIUM—DANGEROUS IF NOT KEPT DRY," together with the following caution:—

*"The contents of this package are liable, if brought, into contact with moisture, to give off a highly inflammable gas,"*  
and with the addition,—

(d) in the case of a vessel kept, of the name and address of the consignee or owner;

(e) in the case of a vessel transported, of the name and address of the sender; and

(f) in the case of a vessel sold or exposed for sale, of the name and address of the vendor.

44. A licensing officer may, for reasons to be reported to the Local Government, refuse a license in any case, the reasons for refusal being communicated to the applicant if a request to that effect is preferred by him.

45. Any explosion or accident occurring in connection with the importation, transport, possession, or sale of carbide of calcium shall be reported without delay at the nearest police-station.

46. Where a licensee dies or becomes *insolvent* or becomes mentally incapable or otherwise disabled, the person carrying on the business of such licensee shall not be liable to any penalty or forfeiture under the Act or these rules for acting under the license during such time as may reasonably be necessary to allow him to make an application for a new license in his own name for the unexpired portion of the original license. Such new license shall be granted on payment of one rupee.

47. Where a license granted under these rules is lost or accidentally destroyed, a duplicate may be granted on payment of a fee of eight annas.

48. The fees leviable under these rules shall be levied by means of impressed stamps. If licenses and renewals of licenses are issued on impressed stamps, applications therefor may be written on plain paper. Otherwise the application for a license or renewal shall be written on an impressed stamp of value equal to the amount of the fee leviable in respect of such license or renewal, the license itself being issued on plain paper. Where an application for a license is written on an impressed stamp and a license is refused, the value of the stamp will, on application, be refunded to the applicant.

49. Any person holding a license or acting under a license granted under these rules shall be bound to produce the same when called upon to do so by any Magistrate or Police officer of rank not lower than that of an officer in charge of a police-station.

#### THE SCHEDULE.

##### FORM A.

No.

Fee Rs. 5.

A general license to import carbide of calcium into is hereby granted to subject to the rules and conditions endorsed hereon.

This license shall continue in force for one year from date of issue.

19 .

Signature

Dated the

19 .

#### ENDORSEMENT ON FORM A.

##### RULES.

[Here enter rules 1 to 11, 13 and 43 to 49.]

##### CONDITIONS.

1. This license is given subject to the provisions of the Indian Petroleum Act, 1899 (VIII of 1899), and the above-mentioned rules for the importation of carbide of calcium made thereunder.

2. This license shall be valid for importation only. If the carbide of calcium covered thereby is transported to any place, it must be protected by a further license to transport carbide of calcium.

##### FORM B.

No.

Fee Rs. 5.

A special license to import carbide of calcium into \_\_\_\_\_ pounds of is hereby granted to \_\_\_\_\_, subject to the rules and conditions endorsed hereon.

This license shall continue in force till, and become void after, the 19 .

Signature

Dated the

19 .

#### ENDORSEMENT ON FORM B.

##### RULES.

[Here enter rules 1 to 10, 12, 13 and 43 to 49.]

##### CONDITIONS.

1. This license is given subject to the provisions of the Indian Petroleum Act, 1899 (VIII of 1899), and the above-mentioned rules for the importation of carbide of calcium made thereunder.

2. This license shall be valid for importation only. If the carbide of calcium covered thereby is transported to any place, it shall be protected by a further license to transport carbide of calcium.

## FORM C.

No. \_\_\_\_\_ of \_\_\_\_\_  
Application to the \_\_\_\_\_  
for a license to possess carbide of calcium.

Name in full of applicant, with particulars of his residence.

If a firm or company, its name or that of its Agent or Secretary.

Situation of building for which the license is required.

Quantity to be covered by license.

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

In what vessels will the carbide be kept, what is the capacity of the same, how are they closed against moisture, and of what material are they made?

In what part of the building will the carbide be kept?

How are the premises constructed?  
Are the premises used for other purposes, and, if so, for what purposes?

Is the carbide to be used for the manufacture of acetylene gas?

How is the generator constructed and what is its capacity? Give sketch.

Give particulars as to the building in which the generator will be placed, and state whether it is detached from other buildings, and whether it is used for other purposes.

How is it proposed to dispose of the residue?

Will the generator be in the sole charge of a person competent to manage it?

Dated the \_\_\_\_\_

19 \_\_\_\_

Signature of applicant.

Postal address.

## FORM D

No. \_\_\_\_\_ Fee Rs. 5.

A license to possess \_\_\_\_\_ pounds of carbide of calcium, in the building described on the reverse, and for a period not exceeding twelve calendar months, is hereby granted to \_\_\_\_\_, subject to the rules and conditions endorsed hereon.

(Description of the building referred to be on the back of this license.)

Signature \_\_\_\_\_

Dated \_\_\_\_\_ 19 \_\_\_\_ of \_\_\_\_\_

## ENDORSEMENT ON FORM D.

## RULES.

[Here enter rules 14 to 25 and 39 to 49.]

## CONDITIONS.

1. This license is given subject to the provisions of the Indian Petroleum Act, 1899 (VIII of 1899), and the above-mentioned rules for the possession and sale of carbide of calcium made thereunder.

2. If the licensing officer or any officer appointed under rule 19 calls on the license-holder, by notice in writing, to execute any repairs to the building licensed which may, in the opinion of such officer, be necessary for the safety thereof, the license-holder shall execute the repairs within such period, not being less than one week from the date of receipt of the notice, as may be fixed by the notice.

3. The licensee shall not deliver any quantity of carbide of calcium exceeding five pounds to any one who has not a license under section 5 or 6 of the Act or any quantity of such carbide of calcium, except in accordance with the rules as to the manner in which carbide of calcium is to be packed.

4. Vessels containing carbide of calcium shall be opened only for the time necessary for the removal of any quantity of carbide of calcium or for the refilling of other vessels. During such removal or refilling every reasonable precaution shall be adopted for preventing moisture being brought into contact with the carbide of calcium, as well as for guarding against the risk of ignition of any gas which may be liberated.



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

6. Due precaution shall at all times be taken for the prevention of accidents from fire, and no smoking, light, or fire in any form shall be permitted at any time within or near the building in which the carbide of calcium is stored.

7. If carbide of calcium is used for the manufacture of acetylene gas, the following precautions for ensuring safety shall be adopted :—

(a) *The apparatus used must, if manufactured in India, have been examined by the Calcutta Boiler Commission and certified by it to be suitable, or, if imported, either have been so examined and certified or be of a type approved by the Committee on Acetylene Generators appointed by the Department of His Majesty's Inspector of Explosives, London.*

(b) Every apparatus for generating and storing acetylene gas other than a portable apparatus holding a charge of less than two pounds of carbide of calcium shall be placed in an outbuilding, which shall be separated, as far as may be practicable, from any inhabited building; and shall be well ventilated.

(c) No fire or such artificial light as would ignite inflammable gas shall be taken into or near the building in which a gas-making apparatus is placed.

8. Every apparatus (including generator and gas-holder) used for the manufacture of acetylene gas shall, as far as practicable, be used so as to provide against special risks, that is to say :—

(a) Copper shall not be used in any part of the apparatus.

(b) The escape of gas from the apparatus shall be carefully guarded against.

(c) Satisfactory provision shall be made against the dangerous development of heat.

(d) Satisfactory provision against undue pressure shall be made by the employment of an adequate safety valve connected with a pipe discharging into the open air, and a suitable pressure gauge shall be attached to the apparatus.

(e) Provision shall be made for the residue of the carbide of calcium being mixed with at least ten times its bulk of water or being removed from the apparatus.

(f) No person shall have charge of an apparatus unless he has been properly instructed in its management.

## FORM E.

No. *Fee Rs. 5.*

A general license to transport carbide of calcium by rail, by road or by water within the of , subject to the rules and conditions endorsed hereon.

This license shall continue in force till, and become void after, the

Signature

Dated the 19 of

## ENDORSEMENT ON FORM E.

## RULES.

[Here enter rules 25 to 30, 32 to 34, 38 and 42 to 49.]

## CONDITIONS.

1. This license is given subject to the provisions of the Indian Petroleum Act, 1899 (VIII of 1899), and the above-mentioned rules for the transport of carbide of calcium made thereunder.

2. Where the carbide of calcium is conveyed by steamer, it shall be stowed in any such part of the steamer, and in such manner as may be approved by the licensing officer.

3. Where the carbide of calcium is conveyed by rail, it shall be subject to all the regulations which may, from time to time, be prescribed generally or specially in that behalf by the railway authority of the line over which it is conveyed.

## FORM F.

No. *Fee Rs. 1.*

A special license to transport to pounds of carbide of calcium from to , subject to the rules and conditions endorsed hereon, and by the following route, namely :—

The weight of carbide of calcium in each package shall not exceed

This license shall continue in force till, and become void after, the day of 19

Signature

Dated the 19 of 16

# ENDORSEMENT ON FORM F, RULES.

[Here enter rules 26 to 29, 31 and 32, 35 to 37, and 42 to 49.]

## CONDITIONS.

The same as on Form E.

## FORM G.

No.

This pass covers \_\_\_\_\_ packages containing \_\_\_\_\_ pounds of carbide of calcium being the property of (consignee's name) \_\_\_\_\_ while in transport from \_\_\_\_\_ to \_\_\_\_\_.

The said (consignee's name) has a license to possess carbide of calcium sufficient to cover the amount abovementioned.

Dated the \_\_\_\_\_ 19 .

Holder of General License No. \_\_\_\_\_

## MARINE DEPARTMENT.

The 10th November, 1903.

No. 135-Marine.—Notification.—The following revised Notification is issued in supersession of this Department Notification No. 125 Marine, dated the 10th October, 1903, published on page 1347, Part I, of the *Calcutta Gazette* of the 14th October, 1903:—

In exercise of the powers conferred by section 6, sub-section (1) clause (b), sub-clause (1) of the Indian Ports Act, 1889, as amended by the Indian Ports Act, 1901, the Lieutenant-Governor is pleased with the previous sanction of the Governor-General in Council, to make the following rules for regulating the action to be taken with respect to vessels entering, or being, in any port in the Province of Bengal to which the Act extends, with persons suffering from dangerous, infectious or contagious diseases common in India, and with respect to dead bodies on board of such vessels.

W. A. INGLIS,

Offg. Secy. to the Govt. of Bengal.

### Section I.—For the giving of Notice.

1. The Master of every vessel on board of which there is, or has been during the previous twelve days, either among the passen-

gers or crew, any case of cholera, small-pox, measles, chicken-pox, or other dangerous, infectious or contagious disease, declared by the Governor-General in Council to be common in India, or, in the case of a vessel not carrying a doctor, any death from any cause, shall report every such case or death to the Pilot or other boarding officer at the earliest opportunity.

2. In the absence of a Pilot or other boarding officer, or, if the vessel be at anchor within port limits when such death occurs, or such disease first breaks out, the Master of every vessel shall hoist a signal which shall be, during the day,

\* This is a square flag of yellow and black borne quarterly.

flag L\* of the Commercial Code at the main, and during the night, two white lights, one above the other and six feet apart at the fore.

3. The Pilot or other boarding officer shall promptly report the circumstances of the case to the Port Officer, who will at once forward any report so made, or give notice of any signal hoisted in pursuance of rule 2 to the Port Health Officer, and, if he considers it necessary, to the local sanitary authority.

4. The Pilot, on receiving the notice under rule 1, shall hoist a signal which shall be, during the day, flag L of the Commercial Code at the main, and during the night, two white lights, one over the other and six feet apart at the fore, and shall telegraph, from the nearest telegraph office, the number of cases of dangerous, infectious or contagious diseases on board, and the number of deaths from such causes that may have occurred during the voyage. This information shall be sent—

At Calcutta	...	...	To the Port Officer.
" Chittagong	...	...	" the Port Health Officer.
" the Cuttack and Balasore ports	...	...	" the Collector of the District and the Port Officer, Chandbali.

5. The officer receiving the information shall, in the case of small-pox, immediately communicate it to the police.

### Section II.—Berthing of the Vessels.

6. If the number of deaths, or cases of disease referred to in rule 1, does not exceed two, the vessel will not be prohibited from taking up the usual place of anchorage in the harbour, except that she may not enter the docks (where there are docks) without written permission of the Port Health Officer, and the passengers or crew not suspected of having any of the diseases described in rule 1 need not (except in the case of pilgrim and emigrant ships) be detained on board pending the inspection of the Port Health Officer, but the Master of the vessel will be held responsible that no one of the passengers or crew having, or suspected of having, any such disease, is allowed to depart before this inspection, and shall also prevent the landing of infected bedding, clothes, or other personal effects, which he has reasonable cause to consider likely to be infected.

7. If the number of deaths within the previous twelve days has exceeded two, or the cases of any such disease are, or have been during the previous twelve days, more numerous than two, and when from their occurring on pilgrim or emigrant ships, or for other special reasons, further precautions may be deemed advisable, the Master shall hoist the signals referred to in rule 2 above, and anchor the vessel in the place appointed for the purpose, and shall not allow any of the passengers or crew to leave the vessel until the Port Health Officer has made his inspection.

8. So long as the above-mentioned signals are shown, no tidal or other persons in charge of, or navigating any boat shall, without the permission of the Port Officer, attempt to make such boat fast to, or shall take it alongside, such vessel.

#### *Section III.—The inspection of the Vessel.*

9. Whenever the Port Health Officer receives the notice referred to in rule 4 above, he shall proceed without delay on board the vessel and examine her, and the Master shall give him every facility for the examination of the passengers, crew, personal effects, cargo, and any part of the ship. In the case of a report of a death or deaths from any cause on a ship not carrying a doctor, he shall institute such enquiries as he may deem necessary to determine the cause of the death or deaths. If he is satisfied that the death or deaths were or were not due to cholera, small-pox, measles, chicken-pox, or other dangerous, infectious or contagious disease declared by the Governor-General in Council to be common in India, he shall permit the vessel to proceed to anchorage and to discharge passengers and cargo without any further restrictions. If he is not so satisfied, he shall proceed as provided in rule 12 *et seq* of these rules. The inspection by the Port Health Officer will ordinarily take place between sunrise and sunset.

10. On the completion of the inspection provided for in rule 9 of such of the passengers and crew, as are found to be free from any of the above-mentioned diseases and unlikely to carry infection, shall be allowed to land. All baggage, personal effects, and cargo, except such articles as the Port Health Officer is entitled to disinfect, may also be landed.

11. If a case of any of the diseases mentioned in rule 1, happens on any vessel, after she has entered dock or has been moored at a wharf, the Master shall forthwith cause information thereof to be given to the Dock Master or Superintendent of the wharf, and shall be responsible that the sick person shall be isolated as much as possible, and that free communication with the wharf is stopped until the Port Health Officer has inspected the vessel and enquired into the case.

#### *Section IV.—The taking of the sick to Hospital.*

NOTE.—The regulations in sections 4, 5 and 6 should be carried out only when the Port Health Officer considers them necessary to prevent the spread of disease.

12. When the Port Health Officer considers it necessary, in order to prevent the spread of any dangerous, infectious or contagi-

ous disease, he may inspect the vessel, including the passengers and crew, and may arrange, for the conveyance of all persons suffering, or suspected by him to be suffering, from such disease to a sanitarium or hospital, unless the sick person or his friends can make adequate provision elsewhere.

13. The removal of passengers is not to be enforced in the case of persons bound for an onward port, unless under the clearest necessity; and of every such case a special report explaining the reasons for the action taken must be submitted to the Government.

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

15. Where small-pox is the disease, on account of which the vessel is deemed infected, the Port Health Officer shall offer, without charge, vaccination or revaccination of all persons willing to be operated upon, and shall cause to be vaccinated, with the consent of their guardians, all children below ten years and over six months of age who do not bear marks of vaccination or of small-pox.

#### *Section V.—The disinfection of infected articles.*

16. The Port Health Officer shall, if he considers it necessary, either himself undertake, or direct the Master of the vessel to undertake, the destruction or disinfection of all clothing, bedding, and other articles of personal use which have been used by any person suffering from any of the diseases above-mentioned and are, or are likely to have been, soiled with infective matter or to retain infection.

17. When a vessel with one or more of the above-mentioned diseases on board has passengers in a filthy and unwholesome condition, the Port Health Officer may cause the clothing and personal effects of such persons to be disinfected before allowing their disembarkation.

18. In the case of undecked native craft, the Port Health Officer may direct the disinfection, or in special cases the destruction, of food-stuffs which have been exposed to contamination and he thinks likely to be infected.

#### *Section VI.—The disinfection of the infected parts of a Vessel.*

19. The Port Health Officer shall, as the result of the examination made under rule 9 above, direct the disinfection of any portion of the ship that has actually been exposed to contamination, and may prohibit the discharge of bilge water or water ballast within port limits. If the disease is cholera, the Port Health Officer may direct the Master to have the bilges and water-tanks emptied and cleaned.

#### *Section VII.—Disposal of dead bodies.*

20. Dead bodies shall be disposed of as follows:—

- (1) If a death occurs on board a vessel before the vessel enters port limits, the body shall be buried at sea,

in not less than 9 fathoms of water, in such a manner as shall insure its sinking at once and remaining below water.

As exceptions to the foregoing rule:—

- (a) At Calcutta, if a death occurs on board a vessel after passing Saugor and the vessel is not reaching Calcutta the same day, the body shall, with the permission of the Magistrate of Diamond Harbour, be buried at that place; if the vessel is arriving at Calcutta the same day, the body shall be kept on board until the Port Health Officer has determined the nature of the disease and has had made arrangements for burial or cremation on shore. The Pilot shall telegraph particulars both to the Port Officer, and Health Officer of the Port. The Port Officer, on receiving the information, shall at once communicate it to the Deputy Commissioner of Police.
- (b) At Chittagong, if a death occurs on board a vessel after entering the river and before she has entered port limits, the body shall be kept on board, until the Port Health Officer has determined the nature of the disease and has had made arrangements for burial or cremation on shore.
- (2) If a death occurs during the day on board a vessel within port limits, the ensign and house flag are to be immediately lowered half-mast, and kept in such position from sunrise to sunset as long as the body remains on board. If a death occurs between sunset and sunrise, one red light is to be hoisted at the peak half-mast.
- (5) The Master of the vessel will cause the death of any person on board to be made known at once to the police, either by letter or otherwise, and shall also forward to the Port Officer a written report as soon as possible after the occurrence, in which all the circumstances attending the death are to be fully detailed.
- (4) No dead body is to be removed from the ship, within port limits, without the permission of the police authorities which shall not be given until the Port Health Officer has determined the cause of death. Unless the special permission of the senior officer of police at the port to its interment on shore shall have been obtained, a dead body shall be buried at sea, in not less than 9 fathoms of water, in such manner as shall insure its sinking at once and remaining below water.

#### Section VIII.—General.

21. The Master of a vessel coming under these rules shall comply with all the directions which the Port Health Officer considers it necessary to give under the foregoing rules.

22. Nothing in these rules shall be deemed to prevent a vessel, whose Master is unwilling to submit to the above regulations, from proceeding to sea, provided that there has been no communication between such vessel and the shore or with other vessels in the port.

#### APPENDIX A.

I.—Personal effects, such as rags, bandages, papers, and other articles of no value which the Port Health Officer believes are likely to carry infection should be burned.

II.—Underclothing, bedding, wearing apparel, mattresses, carpets, etc., which are contaminated or are suspected to be contaminated, should be exposed for 15 minutes to saturated steam at a temperature of not less than 212°F. (100°C.), care being taken that the steam shall reach all parts of the article to be disinfected.

III.—The disinfectants to be used are the following:—

- (1) A solution of corrosive sublimate 1 part in 1,000 of pure water,\* with the addition of 5 parts in 1,000 of common salt (Chloride of Sodium). This solution should be tinted by the addition of aniline blue or indigo. It should not be brought in contact with metals.
- (2) A solution in water of clear carbolic acid. This solution should contain 5 parts of phenol in 100 parts of water.
- (3) A solution containing 5 parts of commercial carbolic acid, free from tar oils, in 95 parts of a warm solution of soft soap.
- (4) Lime wash, prepared as follows:—

Take a quantity of good quick-lime weighing two pounds and slake it by the gradual addition of about half a pint of water. The lime becomes hot, gives off steam and falls to a powder. This powder, if not used at once, should be kept in an air-tight vessel in a dry place. For use, the quantity of slaked-lime obtained from two pounds of quick-lime should be placed in a convenient vessel and water added to make one gallon. Whenever possible, freshly slaked lime should be used to make the lime wash.

\*Preferably distilled or rain water.

*Special instructions to be observed in the use of the disinfecting solutions.*

IV.—Linen, clothing and articles which have been soiled by the discharges and excretions of patients should be soaked in the solution of corrosive sublimate\* or in one of the carbolic acid solutions for at least six hours.

V.—Articles which cannot, without injury, be exposed to temperature of 212°F., such as leather goods, wooden articles and with glue, felt, etc., should be washed with the solution of corrosive sublimate. Metal articles or any material which would be injured by contact with the solution of corrosive sublimate should be soaked in a solution of carbolic acid.

VI.—The lime wash is particularly recommended for disinfecting excreta.

VII.—Expectorated matter should be burnt.

VIII.—Attendants on the sick ought to take the precaution of washing their own hands and faces with the solution of corrosive sublimate and afterwards with warm water.

*Disinfection of ships.*

IX.—The cabins, forecastles, holds, water-closets or latrines occupied or used by persons suffering, or suspected to be suffering from an infectious disease, should be cleared out, and all the articles in them should be treated as directed above. Floors, walls and partitions should be disinfected with the solution of corrosive sublimate, care being taken that every part is scrubbed and washed until it has been thoroughly wetted by the disinfecting solution. Two hours afterwards the walls, etc., should be washed with clean water.

X.—In ships in which cases of cholera have occurred, the drinking water should be pumped out and the water tanks and casks disinfected with solution of permanganate of potash acidulated with hydrochloric acid, before fresh drinking water is taken on board.

*Disinfection of the bilges of an infected ship.*

XI.—Sulphate of iron in quantity sufficient to neutralize the sulphuretted hydrogen should first be thrown in; the bilge should then be pumped out and flushed with sea water. After the sea water has been pumped out, a suitable quantity of corrosive sublimate solution should be thrown in. The bilge water should not be pumped out within Port limits without the authority of the Port Health Officer.

\* The same solution, even if it remains clear, should not be used more than three times, since the corrosive sublimate will be removed from the solution in combination with the organic matter in the clothing.

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EXCHANGE, PRECIOUS METALS, &c.

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## EXCHANGE.

QUOTATIONS RULED ON MAIL DAYS IN CALCUTTA DURING 1903.

Telegraph.	Demand.	Bank Bill, three months.	Credit, six months.	Discount for three months, three months.	Discount for six months, three months.	Silver, per oz. in London.	Bank of Bengal rate of discount.	Bank of England rate of discount.	Official Reserve Paper, \$ per cent.	Government Securities, \$ per cent.	Government Securities, \$ per cent.
Rs. d.	Rs. d.	Rs. d.	Rs. d.	Rs. d.	Rs. d.	Rs. d.	Per cent.	Per cent.	Rs.	Rs.	Rs.
1 4 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	22 $\frac{1}{2}$	5	4	65-5-0	97-9-0	84-8-0@ 85-0-0N
1 4 $\frac{1}{2}$ 10 3 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$ to 1 $\frac{1}{2}$	22 $\frac{1}{2}$	6	4	65-5-0	97-5-0	84-12-0N
1 4 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	21 $\frac{1}{2}$	6	4	65-3-9	97-1-0	84-8-0@ 85-0-0
1 4 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	21 $\frac{1}{2}$	7	4	65-6-3	97-3-0	84-8-0@ 85-0-0
1 4 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	21 $\frac{1}{2}$	7	4	65-10-0	97-6-0	84-10-0@ 85-4-0
1 4 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	22 $\frac{1}{2}$	7	4	65-13-9	97-11-0	85-0-0N
1 4 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	22 $\frac{1}{2}$	8	4	65-15-0	97-10-0	84-10-0@ 85-4-0
1 4 $\frac{1}{2}$	1 4 $\frac{1}{8}$ 10 5 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	22 $\frac{1}{2}$	8	4	66-2-6	98-6-0	84-14-0@ 85-6-0
1 4 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	22 $\frac{1}{2}$	8	4	66-1-3	98-5-0	84-17-0@ 85-4-0
1 4 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	22 $\frac{1}{2}$	8	4	66-3-0	98-6-0	84-12-0@ 85-4-0
1 4 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	22 $\frac{1}{2}$	8	4	66-0-0	98-13-0	84-14-0@ 85-8-0
1 3 $\frac{1}{2}$ 10 3 $\frac{1}{2}$	1 4 $\frac{1}{8}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	22 $\frac{1}{2}$	7	4	65-17-6	98-13-0	86-0-0
1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	22 $\frac{1}{2}$	6	4	65-16-3	98-13-0	87-0-0N
	H	O	L	I	D	A	Y.				
1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	23 $\frac{1}{2}$	6	4	65-16-3	98-12-0	86-12-0
1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	23 $\frac{1}{2}$	5	4	65-16-3	98-12-0	86-8-0@ 87-0-0

## EXCHANGE.

QUOTATIONS RULED ON MAIL DAYS IN CALCUTTA DURING 1903—(Contd.)

DATE OF MAIL.	Telegraph.	Demand.	Bank Bills, three months.	Credit, six months.	Document for payment, three months.	Document for acceptance, three months.	Silver per oz. in Bank of Bengal minimum.	Bank of England rate of discount.	Enforced rate of discount.	Government Securities, 10 per cent.
1903.	<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>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
30th April	1 3 3 1/2	1 3 1/2	1 4	1 4 1/2	1 4 1/2	1 4 1/2	24 1/2	5 4	65-12-9	99 1/2
7th May	1 3 1/2	1 3 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	25	5 4	65-18-9	99 1/2
14th "	1 3 1/2	1 3 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	24 1/2	5 4	65-17-6	99 1/2
21st "	1 3 1/2	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	25 1/2	6 4	65-16-3	98 1/2
28th "	1 4	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	24 1/2	6 3 1/2	65-13-0	98 1/2
4th June	1 3 1/2	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	24 1/2	6 3 1/2	65-15-	98-14-
11th "	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	24 1/2	6 3 1/2	65-17-6	98-14-
18th "	1 4 to 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	24 1/2	5 3 1/2	65-17-6	98-15-
25th "	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	24 1/2	5 3	65-17-6	98-14-
2nd July	1 4	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	24 1/2	4 3	65-17-6	98-14-
9th "	1 4	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	24 1/2	4 3	65-13-9	98-7-
16th "	1 4	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	24 1/2	4 3	65-12-6	98-5-
23rd "	1 4	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	25 1/2	4 3	65-12-6	98-7-
30th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	25 1/2	4 3	65-15-0	98-5-
6th Aug.	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	25 1/2	4 3	65-18-9	98-12-
13th "	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	25 1/2	4 3	65-17-6	98-11-
20th "	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	25 1/2	4 3	65-13-9	98-7-
27th "	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	26 1/2	3 3	65-18-9	98-14-
3rd Sept.	1 4	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	26 1/2	3 3	66-2-6	99-1-0
10th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	26 1/2	3 4	66-0-0	98-14-

## EXCHANGE.

QUOTATIONS RULED ON MAIL DAYS IN CALCUTTA DURING 1903—(Contd.)

DATE OF MAIL.	Telegraph.	Demand.	Bank Bills, three months.	Credit, six months.	Document for payment, three months.	Document for acceptance, three months.	Silver per oz. in London.	Bank of Bengal minimum.	Enforced rate of discount.	Government Securities, 10 per cent.
1903.	<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>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
30th April	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
7th May	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
14th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
21st "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
28th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
4th June	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
11th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
18th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
25th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
2nd July	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
9th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
16th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
23rd "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
30th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
6th Aug.	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
13th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
20th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
27th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
3rd Sept.	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0
10th "	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	10 1/2	3 4	66-2-6	99-4-0

TOTAL AMOUNT OF INDIA COUNCIL BILLS AND TELEGRAPHIC TRANSFERS SOLD DURING THE YEAR 1903.

	Value received.
On Calcutta .. ..	Rs. 16,51,69,019-5-10 = £ 11,021,204-3-9
" Bombay .. ..	" 12,66,15,647-10-4 = " 8,55,022-1-6
" Madras .. ..	" 3,06,15,158-13-10 = " 2,043,030-10-6

TOTAL Rs. 32,23,00,825-14-0 = £ 22,220,265-15-6

## EXCHANGE.

QUOTATIONS RULED ON MAIL DAYS IN CALCUTTA DURING 1902.

DATE OF MAIL.	Telegraph.	Demand.	Bank Bills, three months.	Credit, six months.	Document for payment, 1 to 6 months.	Document for acceptance, three months.	Silver per oz. in London.	Bank of Bengal, 100 Rs. for 100 Rs. at rate of discount.	Bank of India, 100 Rs. for 100 Rs. at rate of discount.	Refused Paper, 100 Rs. for 100 Rs. at rate of discount.	Government Securities, 100 Rs. for 100 Rs. at rate of discount.	
1902.	<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>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	
2nd Jan.	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	Holiday	5	6	64-6-3	95-10	
9th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	25½	6	4	64-6-3	95-10	
16th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	25½	7	4	64-6-3	95-10	
23rd "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	25½	7	4	64-6-3	95-10	
30th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	25½	7	3½	64-7-0	95-10	
6th Feb.	1 4½ to 1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	25½	7	3½	64-11-3	95-8	
13th "	H	O	L	I	D	A	Y.	25½	8	3	64-12-0	95-10
20th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	25½	8	3	64-12-0	95-10	
27th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	25½	8	3	64-12-0	95-10	
6th March	1 4½ to 1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	25½	8	3	64-10-0	95-14	
13th "	1 4½ to 1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	25½	8	3	64-10-0	95-14	
20th "	1 3½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	8	3	64-10-0	95-7½	
27th "	1 4½ to 1 4½	1 4	1 4½	1 4½	1 4½	1 4½	24½	7	3	64-10-0	95-4	
3rd April	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	24½	6	3	64-11-0	95-12½	
10th "	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	24½	6	3	64-10-0	97-0	
17th "	1 3½ to 1 3½	1 4	1 4½	1 4½	1 4½	1 4½	24½	6	3	64-10-0	97-8	
24th "	1 3½	1 3½	1 4	1 4½	1 4½	1 4½	24½	6	3	64-15-0	97-10	
1st May	1 3½	1 3½	1 4	1 4½	1 4½	1 4½	23½	6	3	65-2-6	98-3½	

## EXCHANGE.

QUOTATIONS RULED ON MAIL DAYS IN CALCUTTA DURING 1902—(Contd.)

DATE OF MAIL.	Telegraph.	Demand.	Bank bills, three months.	Credit, six months.	Document for payment, three months.	Document for acceptance, three months.	Silver per oz. in London.	Bank of Bengal, 100 Rs. for 100 Rs. at rate of discount.	Bank of India, 100 Rs. for 100 Rs. at rate of discount.	Refused Paper, 100 Rs. for 100 Rs. at rate of discount.	Government Securities, 100 Rs. for 100 Rs. at rate of discount.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Per cent.	Per cent.	%	Rs.	
1890-10-10	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	23 $\frac{1}{2}$	5	3	65-11-3	99-1-0	
1890-10-13	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	23 $\frac{1}{2}$	5	3	65-11-3	98-14-0	
1890-10-14	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	23 $\frac{1}{2}$	5	3	65-12-9	99-5-0	
1890-10-15	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	23 $\frac{1}{2}$	5	3	65-15-0	98-11-0	
1890-10-16	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	5	3	65-12-6	98-14-0	
1890-10-17	1 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	4	3	65-10-0	98-7-0	
1890-10-20	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	4	3	65-2-6	97-9-0	
1890-10-23	H	O	L	I	D	A	Y.	24 $\frac{1}{2}$	4	3	64-16-3	97-13-0
1890-10-24	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	4	3	65-0-0	97-8-0	
1890-10-27	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	3	3	65-0-0	97-12-0	
1890-10-28	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	3	3	65-2-6	97-13-0	
1890-10-29	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	3	3	64-17-6	97-11-0	
1890-10-30	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	3	3	64-15-0	97-7-0	
1890-10-31	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	3	3	64-16-8	97-10-0	
1890-11-3	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	3	3	65-0-0	97-14-0	
1890-11-6	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24 $\frac{1}{2}$	3	3	65-10-0	98-4-0	
1890-11-9	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 4	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	24	3	3	65-8-9	98-4-0	



## EXCHANGE.

QUOTATIONS RULED ON MAIL DAYS IN CALCUTTA DURING 1902—(Contd.)

DATE OF MAIL.	Telegraph.	Demand.	Bank Bills, three months.	Credit, six months.	Document for pay, three months.	Document for account, three months.	Silver coin, in London.	Bank of Bengal minimum.	Bank of England rate of discount.	India Paper, 51 per cent.	Government Securities, 28 per cent.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Per cent.	Per cent.	s.	Rs.
1902.											
11th Sept.	1 3 <sup>3</sup> / <sub>4</sub>	1 8 <sup>1</sup> / <sub>2</sub>	1 4	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	21	3	3	65-10-0	98-10
18th "	1 3 <sup>3</sup> / <sub>4</sub>	1 8 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	23 <sup>1</sup> / <sub>2</sub>	3	3	65-12-6	98-3
25th "	1 2 <sup>1</sup> / <sub>2</sub>	1 3 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	23 <sup>1</sup> / <sub>2</sub>	3	3	65-13-9	98-20
2nd Oct.	1 2 <sup>1</sup> / <sub>2</sub>	1 3 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	23 <sup>1</sup> / <sub>2</sub>	3	3	65-15-0	98-11 <sup>1</sup> / <sub>2</sub>
9th "			H	O	L	I	D	A	Y.		
16th "			H	O	L	I	D	A	Y.		
23rd "	1 3 <sup>1</sup> / <sub>2</sub>	1 3 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	23 <sup>1</sup> / <sub>2</sub>	4	4	65-15-0	98-10 <sup>1</sup> / <sub>2</sub>
30th "			H	O	L	I	D	A	Y.		
6th Nov.	1 3 <sup>1</sup> / <sub>2</sub>	1 3 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	23 <sup>1</sup> / <sub>2</sub>	4	4	65-7-6	98-3 <sup>1</sup> / <sub>2</sub>
13th "	1 3 <sup>1</sup> / <sub>2</sub>	1 4	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	22 <sup>1</sup> / <sub>2</sub>	4	4	65-6-3	97-11 <sup>1</sup> / <sub>2</sub>
20th "	1 4	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	22 <sup>1</sup> / <sub>2</sub>	4	4	...	97-4 <sup>1</sup> / <sub>2</sub>
27th "	1 4	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	21 <sup>1</sup> / <sub>2</sub>	4	4	65-3-9	97-10 <sup>1</sup> / <sub>2</sub>
4th Dec.	1 4	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	21 <sup>1</sup> / <sub>2</sub>	4	4	65-2-6	97-7 <sup>1</sup> / <sub>2</sub>
11th "	1 4	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	21 <sup>1</sup> / <sub>2</sub>	4	4	65-2-6	97-8 <sup>1</sup> / <sub>2</sub>
18th "	1 4	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	22 <sup>1</sup> / <sub>2</sub>	5	4	65-3-9	97-5 <sup>1</sup> / <sub>2</sub>
25th "			H	O	L	I	D	A	Y.		

TOTAL AMOUNT OF INDIA COUNCIL BILLS AND TELEGRAPHIC TRANSFERS SOLD DURING THE YEAR 1902.

On Calcutta ... .. Rs. 14,78,85,172-6-5 = ₹ 9,85,000  
 " Bombay ... .. " 8,80,77,700-0-0 = ₹ 5,87,750  
 " Madras ... .. " 4,32,21,776-11-1 = ₹ 2,81,800

TOTAL RS. 27,91,84,648-1-0 = ₹ 18,00,750

## RATES OF EXCHANGE DURING THE YEAR 1903.

MONTHS AND DATES.	BOMBAY ON LONDON.		CALCUTTA ON LONDON.		MONTHS AND DATES.	LONDON ON CALCUTTA.		LONDON ON BOMBAY.		MONTHS AND DATES.	BOMBAY ON CALCUTTA.	
	Credit Bills 3 m/s.	Document Bills 3 m/s.	Credit Bills 3 m/s.	Document Bills 3 m/s.		Minimum rate of discount.	Minimum rate of discount.	Minimum rate of discount.	Minimum rate of discount.		Credit Bills 3 m/s.	Document Bills 3 m/s.
Jan.	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	Jan.	...	...	...	...	Jan.	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	...	...	...	...	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	...	...	...	...	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	...	...	...	...	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
Feb.	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	Feb.	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	Feb.	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
March	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	March	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	March	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>
"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>	"	1 4 <sup>1</sup> / <sub>2</sub>	1 4 <sup>1</sup> / <sub>2</sub>

# RATES OF EXCHANGE DURING THE YEAR 1903.

MONTH AND DATE.	LONDON ON CALCUTTA. Minimum rate of Allowment.			LONDON ON CALCUTTA. Minimum rate of Allowment.			MONTHS AND DATES.		CALCUTTA ON LONDON.		MONTHS AND DATES.		ROMBAH ON LONDON.	
	Cable Transfers.			Cable Transfers.			Cable Transfers.		Cable Bills 6 mths.		Cable Bills 3 mths.		Cable Bills 3 mths.	
	s.	d.	...	s.	d.	...	s.	d.	s.	d.	s.	d.	s.	d.
April 1	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 15	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 22	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 29	1	31	...	1	31	...	1	4	1	4	1	4	1	4
May 6	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 13	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 20	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 27	1	31	...	1	31	...	1	4	1	4	1	4	1	4
June 3	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 10	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 17	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 24	1	31	...	1	31	...	1	4	1	4	1	4	1	4
July 1	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 8	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 15	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 22	1	31	...	1	31	...	1	4	1	4	1	4	1	4
Aug. 5	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 12	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 19	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 26	1	31	...	1	31	...	1	4	1	4	1	4	1	4
Sept. 2	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 9	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 16	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 23	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 30	1	31	...	1	31	...	1	4	1	4	1	4	1	4
Oct. 7	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 14	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 21	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 28	1	31	...	1	31	...	1	4	1	4	1	4	1	4
Nov. 4	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 11	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 18	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 25	1	31	...	1	31	...	1	4	1	4	1	4	1	4
Dec. 2	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 9	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 16	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 23	1	31	...	1	31	...	1	4	1	4	1	4	1	4
" 30	1	31	...	1	31	...	1	4	1	4	1	4	1	4

*Comparative Statement of the Prices of Rupee Paper ruled in each month  
Calcutta, and Bombay from 1901 to 1903.*

MONTHS.	Highest and Lowest.	LONDON 3½% OF 54/55.			CALCUTTA 3½%.			BOMBAY 4%.	
		1901.	1902.	1903.	1901.	1902.	1903.	1901.	1902.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
January	Highest	64½	64½	65½	96½	96½	97½	96½	96½
	Lowest	63½	64	65½	94½	95½	97½	94½	95½
February	Highest	63½	64½	66½	95½	96½	98½	95½	96½
	Lowest	63½	64½	65½	94½	95½	97½	94½	95½
March	Highest	63½	64½	66½	95½	96½	98½	95½	96½
	Lowest	63½	64½	65½	94½	95½	97½	94½	95½
April	Highest	63½	65½	66	95½	96½	98½	94½	95½
	Lowest	63½	64½	65½	95½	96½	98½	95½	96½
May	Highest	63½	65½	66	95½	96½	98½	95½	96½
	Lowest	63½	65½	65½	94½	95½	98½	94½	95½
June	Highest	63½	65½	66	95½	96½	98½	94½	95½
	Lowest	63	64½	65½	94½	95½	98½	94½	95½
July	Highest	63½	65½	66	95½	96½	98½	95½	96½
	Lowest	63	64½	65½	94½	95½	98½	94½	95½
August	Highest	64½	65½	66½	97½	98½	99½	97½	98½
	Lowest	64½	65½	66½	96½	97½	98½	96½	97½
September	Highest	64½	65½	66½	97½	98½	99½	97½	98½
	Lowest	64½	65½	66½	96½	97½	98½	96½	97½
October	Highest	64½	65½	66½	97½	98½	99½	97½	98½
	Lowest	63½	65½	66½	96½	97½	98½	96½	97½
November	Highest	63½	65½	66½	95½	96½	98½	95½	96½
	Lowest	63½	65½	66½	94½	95½	98½	94½	95½
December	Highest	64	65½	66½	96½	97½	98½	95½	96½
	Lowest	63½	65	66½	94½	95½	98½	94½	95½
During the year	Highest	64½	65½	66½	97½	98½	99½	97½	98½
	Lowest	63	64	64½	94½	95½	98½	94½	95½

INDIAN GOVERNMENT LOANS.						
RUPEE LOANS.	Amount of Loan on 31st March 1901.	On London Stock Exchange December, 1903.	Payable.		Interest by Drafts on India.	Latest quotations in Rupee for making equivalent to 100 Rs. 1910.
			Rs.	Not before 1st August, 1904.		
1890/91	38,50,000	1,67,92,000	1st Feb.	1st Aug.	...	64½ paise
1891/92	32,50,000	10,63,000	Do.	30th June	...	...
1892/93	34,40,000	10,40,000	Do.	30th June	...	...
1893/94	34,40,000	10,40,000	Do.	16th July	...	...
1894/95	34,40,000	10,40,000	Do.	16th July	...	...
1895/96	34,40,000	10,40,000	Do.	30th June	...	...
1896/97	34,40,000	10,40,000	Do.	30th June	...	...
1897/98	34,40,000	10,40,000	Do.	30th June	...	...
1898/99	34,40,000	10,40,000	Do.	30th June	...	...
1899/00	34,40,000	10,40,000	Do.	30th June	...	...
1900/01	34,40,000	10,40,000	Do.	30th June	...	...
1901/02	34,40,000	10,40,000	Do.	30th June	...	...
1902/03	34,40,000	10,40,000	Do.	30th June	...	...
1903/04	34,40,000	10,40,000	Do.	30th June	...	...
1904/05	34,40,000	10,40,000	Do.	30th June	...	...
1905/06	34,40,000	10,40,000	Do.	30th June	...	...
1906/07	34,40,000	10,40,000	Do.	30th June	...	...
1907/08	34,40,000	10,40,000	Do.	30th June	...	...
1908/09	34,40,000	10,40,000	Do.	30th June	...	...
1909/10	34,40,000	10,40,000	Do.	30th June	...	...
1910/11	34,40,000	10,40,000	Do.	30th June	...	...
1911/12	34,40,000	10,40,000	Do.	30th June	...	...
1912/13	34,40,000	10,40,000	Do.	30th June	...	...
1913/14	34,40,000	10,40,000	Do.	30th June	...	...
1914/15	34,40,000	10,40,000	Do.	30th June	...	...
1915/16	34,40,000	10,40,000	Do.	30th June	...	...
1916/17	34,40,000	10,40,000	Do.	30th June	...	...
1917/18	34,40,000	10,40,000	Do.	30th June	...	...
1918/19	34,40,000	10,40,000	Do.	30th June	...	...
1919/20	34,40,000	10,40,000	Do.	30th June	...	...
1920/21	34,40,000	10,40,000	Do.	30th June	...	...
1921/22	34,40,000	10,40,000	Do.	30th June	...	...
1922/23	34,40,000	10,40,000	Do.	30th June	...	...
1923/24	34,40,000	10,40,000	Do.	30th June	...	...
1924/25	34,40,000	10,40,000	Do.	30th June	...	...
1925/26	34,40,000	10,40,000	Do.	30th June	...	...
1926/27	34,40,000	10,40,000	Do.	30th June	...	...
1927/28	34,40,000	10,40,000	Do.	30th June	...	...
1928/29	34,40,000	10,40,000	Do.	30th June	...	...
1929/30	34,40,000	10,40,000	Do.	30th June	...	...
1930/31	34,40,000	10,40,000	Do.	30th June	...	...
1931/32	34,40,000	10,40,000	Do.	30th June	...	...
1932/33	34,40,000	10,40,000	Do.	30th June	...	...
1933/34	34,40,000	10,40,000	Do.	30th June	...	...
1934/35	34,40,000	10,40,000	Do.	30th June	...	...
1935/36	34,40,000	10,40,000	Do.	30th June	...	...
1936/37	34,40,000	10,40,000	Do.	30th June	...	...
1937/38	34,40,000	10,40,000	Do.	30th June	...	...
1938/39	34,40,000	10,40,000	Do.	30th June	...	...
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STERLING LOANS.	Amount of Capital or 31st March, 1903.	Repayable.	Interest when paid.	Largest Quotations.
... ..	...	Not before 5th Jan., 1903 ...	5th Jan., 5th April, 5th July, and 5th Oct.	104½ @ 104½
... ..	...	... .. 6th Oct., 1948 ...	Ditto	97½ @ 96
... ..	...	... .. " " " 1950 ...	Ditto	97½ @ 97½
... ..	...	... .. " " " 1950 ...	Ditto	97½ @ 97½

**REGISTERED DEBT.**

*Total Amount of Registered Debt in India and England; the Net Amount borrowed and paid off; the Cash Balances on the last-day of each year, and the interest payable annually in India and England during 20 years.*

Year	In India			In England			In India			In England		
	Rs.	£		Rs.	£		Rs.	£		Rs.	£	
		1000	1000		1000	1000		1000	1000		1000	1000
1935-36	+4,55,02,64	..	..	+4,55,02,64	..	..	2,429,074	..	..	2,429,074	..	..
1936-37	+4,20,62,61	..	..	+4,20,62,61	..	..	1,614,350	..	..	1,614,350	..	..
1937-38	..	..	..	..	..	..	68,50,67	..	..	68,50,67	..	..
1938-39	..	..	..	..	..	..	95,16,84	..	..	95,16,84	..	..
1939-40	..	..	..	..	..	..	10,18,00	..	..	10,18,00	..	..
1940-41	-47,67,13	..	..	-47,67,13	..	..	60,37,69	..	..	60,37,69	..	..
1941-42	-47,67,13	..	..	-47,67,13	..	..	73,80,62	..	..	73,80,62	..	..
1942-43	-47,67,13	..	..	-47,67,13	..	..	92,10,32	..	..	92,10,32	..	..
1943-44	-47,67,13	..	..	-47,67,13	..	..	69,05,62	..	..	69,05,62	..	..
1944-45	-47,67,13	..	..	-47,67,13	..	..	80,27,72	..	..	80,27,72	..	..
1945-46	-47,67,13	..	..	-47,67,13	..	..	61,04,18	..	..	61,04,18	..	..
1946-47	-47,67,13	..	..	-47,67,13	..	..	13,38,71	..	..	13,38,71	..	..
1947-48	-47,67,13	..	..	-47,67,13	..	..	3,20,83	..	..	3,20,83	..	..
1948-49	-47,67,13	..	..	-47,67,13	..	..	1,14,81	..	..	1,14,81	..	..
1949-50	-47,67,13	..	..	-47,67,13	..	..	17,87,14	..	..	17,87,14	..	..
1950-51	-47,67,13	..	..	-47,67,13	..	..	1,27,80	..	..	1,27,80	..	..
1951-52	-47,67,13	..	..	-47,67,13	..	..	10,68,97	..	..	10,68,97	..	..
1952-53	-47,67,13	..	..	-47,67,13	..	..	11,13,73	..	..	11,13,73	..	..
1953-54	-47,67,13	..	..	-47,67,13	..	..	10,54,67	..	..	10,54,67	..	..
1954-55	-47,67,13	..	..	-47,67,13	..	..	10,39,74	..	..	10,39,74	..	..
1955-56	-47,67,13	..	..	-47,67,13	..	..	15,76,05	..	..	15,76,05	..	..
1956-57	-47,67,13	..	..	-47,67,13	..	..	11,59,94	..	..	11,59,94	..	..
1957-58	-47,67,13	..	..	-47,67,13	..	..	14,88,23	..	..	14,88,23	..	..
1958-59	-47,67,13	..	..	-47,67,13	..	..	19,11,65	..	..	19,11,65	..	..
1959-60	-47,67,13	..	..	-47,67,13	..	..	11,68,64	..	..	11,68,64	..	..
1960-61	-47,67,13	..	..	-47,67,13	..	..	12,71,91	..	..	12,71,91	..	..
1961-62	-47,67,13	..	..	-47,67,13	..	..	14,24,59	..	..	14,24,59	..	..
1962-63	-47,67,13	..	..	-47,67,13	..	..	12,35,96	..	..	12,35,96	..	..
1963-64	-47,67,13	..	..	-47,67,13	..	..	12,35,96	..	..	12,35,96	..	..
1964-65	-47,67,13	..	..	-47,67,13	..	..	12,35,96	..	..	12,35,96	..	..
1965-66	-47,67,13	..	..	-47,67,13	..	..	12,35,96	..	..	12,35,96	..	..
1966-67	-47,67,13	..	..	-47,67,13	..	..	12,35,96	..	..	12,35,96	..	..
1967-68	-47,67,13	..	..	-47,67,13	..	..	12,35,96	..	..	12,35,96	..	..
1968-69	-47,67,13	..	..	-47,67,13	..	..	12,35,96	..	..	12,35,96	..	..

Years.	ANNUAL PRODUCE OF BLACK SADDLERY IN THE UNITED STATES.				PRODUCE IN 6 STRATIONS.				ANNUAL SALE OF BRIDLES.				BRIDGES.*			
	Russ.	Engl.	Manby.	Total.	Calicut.	Madras.	Bombay.	Total.	Calicut.	Madras.	Bombay.	Total.	Calicut.	Madras.	Bombay.	Total.
1840.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1841.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1842.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1843.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1844.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1845.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1846.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1847.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1848.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1849.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1850.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1851.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1852.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1853.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1854.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1855.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1856.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1857.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1858.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1859.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100
1860.	12,250	13,750	1,600	27,600	1,600	1,600	1,600	4,800	1,700	1,700	1,700	5,100	1,700	1,700	1,700	5,100

The charge on account of exchange represents the sum which must be deducted from the sterling equivalent to obtain the amount, in tens of Rupees, of the bills paid. The balance of £1,881,200 received on account of the Commission for the Reduction of Debt, includes £1,000,000 of the proceeds of the sale of the Gold Reserve Fund.

**DRAWINGS OF THE HOME GOVERNMENT—(Contd.)**  
**AMOUNT OF BILLS drawn by the Home Authorities on Calcutta, Madras and Bombay with the drawing rates and the amount received in England, during 20 years, from 1883-84 to 1902-1903.**

Years.	Calcutta.	Madras.	Bombay.	Total Amount.	EXCHANGE RATES.						Amount received in England.			
					Calcutta.		Madras.		Bombay.					
					Highland.	Lowland.	Highland.	Lowland.	Highland.	Lowland.				
1883-84	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6
1884-85	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	1,841,001
1885-86	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1886-87	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	5,871,321
1887-88	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	14,141,002
1888-89	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	...
1889-90	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	9,410,237
1890-91	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1891-92	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1892-93	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1893-94	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1894-95	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1895-96	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1896-97	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1897-98	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1898-99	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1899-1900	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1900-1901	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1901-1902	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505
1902-1903	6,236,647	1,827,332	6,231,357	12,895,336	20	123	101	102	101	101	101	13	10,200	6,805,505

**GOLD—EXCHANGE.**

*Table of Gold for 25 years, from 1879 to 1903.*

Year.	WORLD'S PRODUCTION.		NET INDIAN IMPORTS (PRIVATE AND GOVERNMENT.) (FINANCIAL YEAR.)		Rate, fine gold, per ounce of gold.		Average demand for gold.		Amount received in London for the 25 years.	
	Quantity.	Value.	Quantity.	Value.	s.	d.	s.	d.	Amount received in London for the 25 years.	Amount received in London for the 25 years.
	oz.	£	oz.	£	s.	d.	s.	d.	£	£
1879	5,036,551	21,394,261	874,227	1,436,025	1	8	1	7 1/2	15,261,810	15,261,810
1880	5,211,166	22,135,901	777,333	3,055,516	1	8 1/2	1	8 1/2	16,230,677	16,230,677
1881	4,970,980	21,141,222	1,028,240	4,011,424	1	7 1/2	1	7 1/2	15,412,429	15,412,429
1882	4,825,704	20,499,008	1,018,810	4,109,050	1	7 3/4	1	8	15,120,521	15,120,521
1883	4,859,502	20,610,103	1,138,884	4,458,281	1	7 3/4	1	7 1/2	17,699,805	17,699,805
1884	4,902,889	20,826,492	978,063	3,803,114	1	7 1/2	1	7 1/2	13,768,909	13,768,909
1885	5,002,584	21,210,972	544,437	2,154,943	1	7 1/2	1	8 1/2	10,292,692	10,292,692
1886	5,044,263	21,427,445	308,174	1,681,771	1	7 3/4	1	6 1/2	12,136,279	12,136,279
1887	5,001,490	21,500,197	528,038	2,135,253	1	5 1/2	1	6 1/2	15,368,577	15,368,577
1888	5,175,623	21,985,011	461,577	1,897,940	1	5 1/2	1	4 1/2	14,202,859	14,202,859
1889	5,611,245	23,835,447	778,384	3,161,002	1	5	1	4 1/2	15,474,496	15,474,496
1890	5,711,451	24,261,102	1,014,229	4,307,554	1	4 1/2	1	6 1/2	15,090,034	15,090,034
1891	6,286,235	26,702,687	453,648	1,728,628	1	4 1/2	1	6 1/2	16,401,538	16,401,538
1892	7,041,822	29,212,251	—454,483	—1,787,225	1	4 1/2	1	8 1/2	16,224,611	16,224,611
1893	7,675,236	32,802,967	90,230	400,779	1	2 1/2	1	3	9,600,255	9,600,255
1894	8,655,222	36,765,652	—689,970	—2,765,444	1	2 1/2	1	3 1/2	17,009,993	17,009,993
1895	9,652,003	40,990,778	322,623	1,512,940	1	0 1/2	1	2 1/2	17,528,581	17,528,581
1896	9,820,775	41,713,716	300,305	1,372,236	1	2 1/2	1	2 1/2	15,022,916	15,022,916
1897	11,483,712	48,780,511	732,005	3,112,545	1	0 1/2	1	2 1/2	9,400,165	9,400,165
1898	14,016,574	59,538,692	1,022,000	4,918,669	1	3 1/2	1	2 1/2	18,712,454	18,712,454
1899	15,220,263	64,652,663	1,560,812	6,309,936	1	4 1/2	1	4 1/2	19,605,469	19,605,469
1900	12,534,558	53,883,164	105,975	501,972	1	4 1/2	1	4 1/2	13,459,737	13,459,737
1901	12,891,856	54,774,769	274,000	1,380,490	1	4	1	8 1/2	13,379,611	13,379,611
1902	14,437,669	61,828,330	—	—	1	4 1/2	1	4 1/2	13,499,916	13,499,916
1903	16,894,841	67,516,881	Not received.	Not received.	1	4 1/2	1	4 1/2	Not received.	Not received.

\* Estimated.



# THE SILVER TRADE.

Table of Silver for the 20 years, from 1883-84 to 1902-03.

YEAR.	WORLD'S PRODUCTION (FOOTWEIGHT FOR CALENDAR YEAR).		IMPORTS (PRIVATE & GOVERNMENT).		EXPORTS (PRIVATE & GOVERNMENT).		NET INDIAN IMPORTS (PRIVATE & GOVERNMENT).		Average price in London per oz. Standard (Calendar year) Pence.
	Quantity oz.	Value * \$	Quantity oz.	Value Rs.	Quantity oz.	Value Rs.	Quantity oz.	Value Rs.	
1883-84 ...	86,218,220	18,186,656	Not available.	7,40,85,005	Not available.	1,00,33,554	22,448,221	6,40,51,511	50½
1884-85 ...	93,448,912	18,033,140	Not available.	9,11,00,254	Not available.	1,86,43,941	25,393,868	7,24,56,313	50½
1885-86 ...	95,511,179	18,037,582	Not available.	12,38,02,599	Not available.	77,96,314	40,677,913	11,60,66,585	48½
1886-87 ...	98,115,520	18,243,356	Not available.	8,21,97,013	Not available.	1,06,40,232	25,078,814	7,15,57,381	49½
1887-88 ...	107,690,015	19,239,605	37,877,141	10,53,85,027	9,094,549	1,86,10,622	32,782,599	9,22,87,505	44½
1888-89 ...	124,190,779	22,068,141	37,844,665	10,72,58,717	5,408,636	1,47,01,958	32,436,029	9,24,66,789	42½
1889-90 ...	122,028,314	20,233,767	43,940,659	12,38,84,740	5,299,885	1,45,05,983	38,643,774	10,89,78,707	47½
1890-91 ...	137,665,112	23,900,276	56,190,870	14,43,36,544	4,661,785	1,25,85,185	31,929,085	14,17,51,359	47½
1891-92 ...	129,999,086	25,870,513	38,177,550	10,60,37,330	8,829,142	1,85,15,489	22,948,438	9,02,51,841	45½
1892-93 ...	168,100,277	24,685,510	54,180,144	15,22,80,210	8,666,632	2,36,44,517	45,923,512	12,86,36,693	39½
1893-94 ...	167,752,517	20,226,410	60,328,236	15,31,47,364	8,999,223	1,59,49,082	54,328,978	13,71,58,182	39½
1894-95 ...	169,140,249	21,059,416	32,638,069	7,82,40,273	5,508,947	1,49,56,977	27,040,022	6,32,92,307	28½
1895-96 ...	167,061,370	19,959,883	34,082,810	8,33,87,162	7,064,731	1,75,64,937	27,018,079	5,85,60,297	30½
1896-97 ...	164,073,172	18,885,500	37,529,822	8,59,33,845	11,501,234	2,72,73,545	25,999,098	8,47,34,806	27½
1897-98 ...	173,227,804	10,488,185	68,535,612	13,24,93,049	24,250,905	4,77,50,710	44,841,614	8,39,07,586	30½
1898-99 ...	167,224,243	19,161,112	49,226,780	9,05,55,835	26,061,855	5,07,47,919	39,165,426	8,57,68,978	27½
1899-00 ...	172,838,873	20,244,075	50,663,542	9,95,44,892	32,017,200	5,84,81,914	18,644,282	5,50,72,821	28½
1900-01 ...	175,011,283	19,598,594	64,746,549	12,67,87,421	15,311,385	3,17,15,100	80,067,894	7,19,28,343	27½
1901-02 ...	166,985,029	16,789,167	66,726,972	12,29,38,006	27,721,780	5,10,09,663	90,895,192	6,89,61,149	24½
1902-03 ...	173,000,000	17,840,025	75,167,077	12,14,80,501	32,294,876	6,22,98,382	42,872,201	6,89,61,149	24½

Quantity and value of silver received into the Indian Mints, Silver Coinage in the Indian Mints, and the average price in London for 20 years from 1883-84 to 1902-03.

YEAR.	FROM AND TO FOREIGN PORTS.						RECEIVED INTO THE MINTS.			PRICE OF SILVER IN LONDON PER STANDARD OZ. OF PURE SILVER.			
	Imported.		Exported.		Net Imports.		From Individuals.	From Government.	Total.	Value of Coinage.	Highest.	Lowest.	
	oz.	Rs.	oz.	Rs.	oz.	Rs.	Rs.	Rs.	Rs.	Rs.	s.	d.	
1893-84 ...	Not available.	7,40,85,005	Not available.	1,003,355	22,448,221	6,603,151	3,248,165	525,044	3,773,299	3,663,400	1	9½	4 2
1894-85 ...	Not available.	9,11,00,254	Not available.	1,064,394	25,393,868	7,918,031	6,641,958	254,094	6,896,199	5,794,276	4	8½	4 1½
1895-86 ...	Not available.	12,38,02,599	Not available.	779,631	40,677,913	11,606,029	8,963,356	469,029	9,322,099	10,285,366	4	2	3 10½
1896-87 ...	Not available.	8,21,97,013	Not available.	1,064,023	25,078,814	7,185,738	4,714,197	146,459	4,860,647	4,610,327	3	11	5 6
1897-88 ...	37,877,141	10,538,502	3,994,542	1,261,052	32,782,599	9,238,750	7,841,021	1,397,729	11,778,631	10,738,425	3	11½	3 7½
1898-89 ...	37,844,665	10,725,872	5,408,636	1,470,129	32,436,029	9,250,977	8,686,087	564,890	12,141,112	11,215,225	3	9½	3 10½
1899-90 ...	43,940,659	12,384,814	5,299,885	1,450,298	38,643,774	10,997,876	9,686,087	1,311,789	12,929,343	12,163,474	4	8	7 7½
1900-91 ...	56,190,870	14,433,654	4,661,785	1,258,518	51,529,085	14,175,100	12,947,720	241,779	12,929,343	12,163,474	4	8	7 7½
1901-92 ...	38,177,550	10,603,370	5,508,947	1,495,977	32,668,603	9,094,549	8,686,087	408,462	12,929,343	12,163,474	4	8	7 7½
1902-93 ...	54,180,144	15,228,021	8,666,632	2,364,451	45,923,512	12,863,693	12,163,474	241,779	12,929,343	12,163,474	4	8	7 7½
1903-94 ...	60,328,236	15,314,736	8,999,223	2,364,451	51,529,085	14,175,100	12,947,720	241,779	12,929,343	12,163,474	4	8	7 7½
1904-95 ...	54,180,144	15,228,021	8,666,632	2,364,451	45,923,512	12,863,693	12,163,474	241,779	12,929,343	12,163,474	4	8	7 7½
1905-96 ...	60,328,236	15,314,736	8,999,223	2,364,451	51,529,085	14,175,100	12,947,720	241,779	12,929,343	12,163,474	4	8	7 7½
1906-97 ...	37,877,141	10,538,502	3,994,542	1,261,052	32,782,599	9,238,750	7,841,021	1,397,729	11,778,631	10,738,425	3	11½	3 7½
1907-98 ...	37,844,665	10,725,872	5,408,636	1,470,129	32,436,029	9,250,977	8,686,087	564,890	12,141,112	11,215,225	3	9½	3 10½
1908-99 ...	43,940,659	12,384,814	5,299,885	1,450,298	38,643,774	10,997,876	9,686,087	1,311,789	12,929,343	12,163,474	4	8	7 7½
1909-00 ...	56,190,870	14,433,654	4,661,785	1,258,518	51,529,085	14,175,100	12,947,720	241,779	12,929,343	12,163,474	4	8	7 7½
1900-01 ...	38,177,550	10,603,370	5,508,947	1,495,977	32,668,603	9,094,549	8,686,087	408,462	12,929,343	12,163,474	4	8	7 7½
1901-02 ...	54,180,144	15,228,021	8,666,632	2,364,451	45,923,512	12,863,693	12,163,474	241,779	12,929,343	12,163,474	4	8	7 7½
1902-03 ...	60,328,236	15,314,736	8,999,223	2,364,451	51,529,085	14,175,100	12,947,720	241,779	12,929,343	12,163,474	4	8	7 7½

\* Figures for Calendar years.

† Excluding value of British dollar coined for circulation in Hongkong and the Straits Settlements.

**INDIAN COINAGE.**  
*Table showing the value of Gold, Silver and Copper Money issued at the Calcutta and Bombay Mints, respectively, during 50 Years in TEAS of RUPEES, from 1834 to 1903.*

Year.	CALCUTTA.				BOMBAY.				TOTAL FOR BRITISH INDIA.			
	Gold.		Silver.		Copper.		Total.		Gold.		Silver.	
	Rx.	Rs.	Rx.	Rs.	Rx.	Rs.	Rx.	Rs.	Rx.	Rs.	Rx.	Rs.
1834-84	...	1,274,609	118,195	1,799,085	...	2,388,740	21,009	2,410,979	...	3,698,400	137,354	3,100,764
1884-85	...	12,094	1,271,107	79,235	...	4,397,115	36,925	4,502,450	...	5,794,282	105,781	5,912,771
1885-86	...	22,296	1,409,732	81,301	1,375,767	...	6,815,834	22,964	...	10,285,565	81,381	10,388,519
1886-87	...	...	1,071,572	91,305	1,165,967	...	2,541,200	...	...	4,693,465	117,128	4,713,665
1887-88	...	...	4,705,235	124,009	4,830,325	...	26,738	2,591,008	...	10,788,425	170,337	10,958,762
1888-89	...	22,600	1,615,455	87,375	1,557,140	...	6,954,799	1,438	...	7,212,425	301,468	7,416,367
1889-90	...	23,001	1,604,801	171,661	1,200,673	...	7,465,297	39,467	...	8,251,198	301,468	8,718,677
1890-91	...	24,786	1,470,020	166,817	1,250,673	...	9,808,847	4,071,969	...	1,165,474	178,309	1,341,793
1891-92	...	...	2,095,018	131,119	1,926,137	...	9,693,068	...	...	12,835,971	162,317	12,998,288
1892-93	...	...	821,015	129,608	950,623	...	3,291,183	...	...	12,835,971	162,317	12,998,288
1893-94	...	...	292,718	82,003	374,776	...	...	...	...	12,835,971	162,317	12,998,288
1894-95	...	...	385,053	175,001	553,586	...	1,722,445	...	...	12,835,971	162,317	12,998,288
1895-96	...	...	470,242	186,038	657,163	...	1,605,898	...	...	12,835,971	162,317	12,998,288
1896-97	...	...	586,237	239,216	825,472	...	5,345,250	1,009	5,346,250	...	1,605,898	1,217,221
1897-98	...	...	1,144,600	73,431	1,218,031	...	5,400,991	10,000	5,410,991	...	1,605,898	1,217,221
1898-99	...	...	1,144,600	73,431	1,218,031	...	7,555,420	5,000	7,560,420	...	1,605,898	1,217,221
1899-00	...	...	1,144,600	73,431	1,218,031	...	13,297,485	...	...	1,605,898	1,217,221	13,298,683
1900-01	...	...	1,144,600	73,431	1,218,031	...	13,297,485	...	...	1,605,898	1,217,221	13,298,683
1901-02	...	...	1,144,600	73,431	1,218,031	...	13,297,485	...	...	1,605,898	1,217,221	13,298,683
1902-03	...	...	1,144,600	73,431	1,218,031	...	13,297,485	...	...	1,605,898	1,217,221	13,298,683
1903-04	...	...	1,144,600	73,431	1,218,031	...	13,297,485	...	...	1,605,898	1,217,221	13,298,683

**PAPER CURRENCY AND RESERVE COINS.**

*Statement showing the value of Notes in circulation, of the Reserve in Coin and Bullion and in Government Securities, and also of Notes forming part of the circulation which were in Government Treasuries on the last day of each year in the Bengal Presidency for 23 years from 1881 to 1903.*

On 31st March of	Notes in circulation (less notes cashed in other circles).	RESERVE.				Currency Notes in Government Treasuries.
		Gold and Bullion.		Silver Coin and Bullion.		
		Rx.	Rs.	Rx.	Rs.	
1881	...	8,098,231	...	4,505,133	1,392,418	1,393,101
1882	...	8,485,709	...	4,764,049	5,999,997	2,243,310
1883	...	9,059,778	...	3,764,595	5,999,997	2,570,099
1884	...	7,207,156	...	2,375,815	6,000,000	1,194,084
1885	...	7,070,557	...	4,230,355	5,999,750	1,082,584
1886	...	7,338,222	...	2,792,793	5,999,550	838,193
1887	...	7,373,512	...	3,430,537	5,999,750	945,979
1888	...	8,174,407	...	3,899,859	5,999,000	930,434
1889	...	8,180,857	...	3,437,745	5,982,000	1,062,314
1890	...	8,387,232	...	4,686,296	5,999,938	1,146,869
1891	...	11,801,916	...	8,454,874	6,099,995	1,330,542
1892	...	12,648,367	...	7,703,319	6,099,995	2,447,094
1893	...	13,867,151	...	6,832,376	8,000,000	2,187,554
1894	...	15,167,324	...	10,018,422	8,000,000	5,756,473
1895	...	16,101,238	...	11,524,139	8,000,000	4,460,095
1896	...	13,559,060	...	5,583,647	8,000,000	1,463,595
1897	...	13,477,606	...	6,928,704	9,999,995	1,579,789
1898	...	13,558,230	176,786	6,745,734	9,999,995	2,178,042
1899	...	15,371,579	788,547	9,409,417	9,999,995	3,065,807
1900	...	15,998,109	2,599,734	2,319,887	9,999,995	2,180,332
1901	...	16,889,460	3,789,635	4,103,887	9,999,995	3,876,414
1902	...	18,258,002	5,785,477	5,975,157	9,999,995	4,968,127
1903	...	19,433,119	7,581,565	6,575,482	9,999,995	4,335,248



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TRADE OF BENGAL, &c.

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# INDIGO.

Statement showing the cultivation and production of Indigo in each Presidency in India and the price in the Calcutta Market, during the years from 1890-91 to 1902-03.

YEAR.	BENGAL.		PUNJAB.		UNITED PRD. OF AGRA AND OUDH.		MADRAS.		TOTAL.		Price per Fy. md. of Bengal and Tirhoot fine middling to fine.	
	Area. acre.	Yield. cwt.	Area. acre.	Yield. cwt.	Area. acre.	Yield. cwt.	Area. acre.	Yield. cwt.	Area. acre.	Yield. cwt.	Highest. Rs.	Lowest. Rs.
1890-91	NOT	A	V	A	I	L	A	B	L	E	300 0	237 8
1891-92	...	...	52,200	9,256	201,269	20,533	166,130	18,540	419,599	148,329	250 0	210 0
1892-93	645,950	92,006	65,300	10,085	206,516	26,545	301,000	50,420	1,218,766	179,056	370 0	290 0
1893-94	648,928	67,285	110,700	15,046	349,080	38,106	442,400	58,100	1,554,008	179,437	342 8	290 0
1894-95	629,100	104,485	124,200	24,005	420,242	41,524	514,500	67,480	1,688,042	237,494	330 0	250 0
1895-96	554,700	73,133	104,300	20,335	342,102	33,786	414,900	63,680	1,414,002	190,924	340 0	265 0
1896-97	582,200	56,671	135,400	20,349	436,601	40,713	454,700	50,740	1,608,901	168,673	315 0	240 0
1897-98	549,500	50,415	108,800	17,392	376,899	37,545	333,900	61,460	1,339,999	166,812	305 0	225 0
1898-99	512,100	74,321	47,200	8,263	240,418	25,416	210,600	30,320	1,010,318	130,320	240 0	155 0
1899-00	449,200	44,096	97,300	15,577	231,400	17,977	249,000	33,340	1,026,900	111,890	242 8	200 0
1900-01	360,600	47,707	115,700	22,693	262,175	31,529	251,900	46,100	990,375	112,029	210 0	180 0
1901-02	311,200	41,820	71,600	13,533	168,990	18,986	239,400	38,480	791,400	112,810	185 0	165 0

## THE INDIGO TRADE.

Statement showing the quantity of the Internal Import Trade of Calcutta in Indigo from each District by all routes during 1901-1902 as compared with 1902-1903.

District.	1901-1902.				1902-1903.			
	Boat.	Inland Steamer.	Rail.	Total.	Boat.	Inland Steamer.	Rail.	Total.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Agra	...	...	...	...	...	...	...	...
Aligarh	...	...	...	...	...	...	...	...
Almohad	...	...	...	...	...	...	...	...
Amroha	...	...	...	...	...	...	...	...
Bareilly	...	...	...	...	...	...	...	...
Batavia	...	...	...	...	...	...	...	...
Bhagalpur	...	...	...	...	...	...	...	...
Bulandshahr	...	...	...	...	...	...	...	...
Cawnpore	...	...	...	...	...	...	...	...
Champuram	...	...	...	...	...	...	...	...
Darbhanga	...	...	...	...	...	...	...	...
Eta	...	...	...	...	...	...	...	...
Etawah	...	...	...	...	...	...	...	...
Farukhabad	...	...	...	...	...	...	...	...
Fyzabad	...	...	...	...	...	...	...	...
Ghazipur	...	...	...	...	...	...	...	...
Gorakhpur	...	...	...	...	...	...	...	...
Jaunpur	...	...	...	...	...	...	...	...
Maharajpur	...	...	...	...	...	...	...	...
Masrur	...	...	...	...	...	...	...	...
Midnapur	...	...	...	...	...	...	...	...
Monghyr	...	...	...	...	...	...	...	...
Murshidabad	...	...	...	...	...	...	...	...
Muzaffarpur	...	...	...	...	...	...	...	...
Muttia	...	...	...	...	...	...	...	...
Nadia	...	...	...	...	...	...	...	...
Purnea	...	...	...	...	...	...	...	...
Rajshahi	...	...	...	...	...	...	...	...
Saran	...	...	...	...	...	...	...	...
Sherpur Pargana	...	...	...	...	...	...	...	...
Sonapur	...	...	...	...	...	...	...	...
Other places	...	...	...	...	...	...	...	...
TOTAL	114	67	77,184	77,453	21	...	35,302	35,302

**INDIGO TRADE—(Concl'd.)**  
*Statement showing the quantity and value of INDIGO exported from Bengal Presidency to each Foreign country during 1900-1901, 1901-1902 and 1902-1903.*

[illegible][illegible]

# THE RICE TRADE.

Statement showing quantity of the **Internal Import Trade** of Calcutta in Rice from each District by all routes during 1901-1902 as compared with 1902-1903.

District.	1901-1902.					1902-1903.				
	Boat.	Inland Steamer.	Rail.	Road.	TOTAL.	Boat.	Inland Steamer.	Rail.	Road.	TOTAL.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Backergunge .. ..										
Baharore .. ..										
Birbhoon .. ..										
Bardwan .. ..										
Dinajpur .. ..										
Faridpur .. ..										
Hooghly .. ..										
Jessore .. ..										
Khulan .. ..	7,115,816	237,407	3,550,104	1,371,639	12,174,966	6,877,554	181,329	3,348,403	1,591,328	11,541,523
Midnapur .. ..										
Murshidabad .. ..										
Nadia .. ..										
Noakhali .. ..										
Orissa .. ..										
24-Parganas .. ..										
Other districts in Bengal ..										
<b>Total ..</b>	<b>7,115,816</b>	<b>237,407</b>	<b>3,550,104</b>	<b>1,371,639</b>	<b>12,174,966</b>	<b>6,877,554</b>	<b>181,329</b>	<b>3,348,403</b>	<b>1,591,328</b>	<b>11,541,523</b>

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# THE JUTE TRADE.

Statement showing in quantity the **Internal Import Trade** of Calcutta in JUTE (RAW) from each District by all routes during 1901-1902, as compared with 1902-1903.

District.	1901-1902.					1902-1903.				
	Boat.	Inland Steamer.	Rail.	Road.	TOTAL.	Boat.	Inland Steamer.	Rail.	Road.	TOTAL.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Assam (other places) ..										
Backergunge .. ..										
Bengal (other places) ..										
Bogra .. ..										
Dacca .. ..										
Darjeeling .. ..										
Dinajpur .. ..										
Faridpur .. ..										
Goulpara .. ..										
Hooghly .. ..										
Jalpaiguri .. ..										
Jessore .. ..										
Khulan .. ..	4,001,023	10,340,323	13,122,641	1,711,000	30,173,090	3,330,614	5,611,963	12,252,021	1,651,734	21,646,331
Nadia .. ..										
Murshidabad .. ..										
Nyrensingh .. ..										
Nadia .. ..										
Orissa (other places) ..										
Purnea .. ..										
Roorkee .. ..										
Rajshahi .. ..										
Sachin Parganas .. ..										
Tripurah .. ..										
24-Parganas .. ..										
Other districts in India ..										
<b>TOTAL ..</b>	<b>4,001,023</b>	<b>10,340,323</b>	<b>13,122,641</b>	<b>1,711,000</b>	<b>30,173,090</b>	<b>3,330,614</b>	<b>5,611,963</b>	<b>12,252,021</b>	<b>1,651,734</b>	<b>21,646,331</b>

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**THE JUTE TRADE—(Contd.)**

*Statement showing the quantity and value of JUTE (Raw) exported from Calcutta to each Foreign country during 1900-1901, 1901-1902, and 1902-1903.*

-	Exported to—	Quantity in cwt.		Value in Recept.			
		1900-1901.	1901-1902.	1902-1903.	1903-1904.	1904-1905.	1905-1906.
"	United Kingdom	5,487,117	6,049,232	5,213,710	5,213,710	5,213,710	4,680,122
"	Austria-Hungary	1,010,105	1,010,105	1,010,105	1,010,105	1,010,105	1,010,105
"	Belgium	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Bulgaria	201,105	201,105	201,105	201,105	201,105	4,670,111
"	France	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Germany	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Italy	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Japan	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Portugal	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Russia	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Spain	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Sweden	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Switzerland	201,105	201,105	201,105	201,105	201,105	4,670,111
"	United States	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Other Countries	201,105	201,105	201,105	201,105	201,105	4,670,111
"	Total	11,010,105	11,010,105	11,010,105	11,010,105	11,010,105	11,010,105

THE JUTE TRADE—(Contd.)

showing the Exports of Jute, Jute Rejections and Cuttings from Calcutta to European countries during 5 years, from 1898-99 to 1902-1903.

JUTE—(A BALR=400 lbs.)							
		London.	Dundee.	Liverpool.	Clyde, &c.	Continental Ports.	Total Europe.
		Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
1903 ..	...		1,351,768			1,869,704	2,740,462
1902 ..	...		1,706,296			1,741,422	3,147,718
1901 ..	...		1,448,230			1,466,523	2,914,753
1900 ..	...	414,879	717,282	2,725	46,466	881,121	2,062,573
99 ..	...	843,772	1,091,005	1,150	1,750	950,502	2,598,179
REJECTIONS—(A BALR=400 lbs.)							
1903 ..	...	27,830				16,196	44,026
1902 ..	...	39,942				30,043	69,985
1901 ..	...	9,655	25,571	...	2,000*	12,835	50,061
1900 ..	...	12,295	22,710	73	8*	1,450	37,003
99 ..	...	4,612	10,782	493	...	250	16,137
COTTINGS—(A BALR=400 lbs.)							
1903 ..	...	30,175				7,470	37,645
1902 ..	...	49,128				22,005	71,133
1901 ..	...	3,216	21,799	...	2,200*	11,322	38,578
1900 ..	...	7,483	22,670	62	56*	12,011	48,420
99 ..	...	2,237	23,502	4,991	500	5,523	36,759

\*Other ports in the United Kingdom.  
†Calcutta and Chittagong.

## THE JUTE TRADE—(Contd.)

Statement showing the Total Exports of Jute, Jute Rejections and Cuttings from the Port of Calcutta in bales (a bale = 400 lbs.) during 5 years, from 1898-99 to 1902-1903.

Years, 1st August to 31st July.	JUTE—(A BALE=400 lbs.)						
	Europe.	America.	California.	Australia.	China and Japan Ports.	Indian Ports.	To Co.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	
*1902-1903 ...	2,740,462	222,692	....	400	....	10,548	...
*1901-1902 ...	3,447,718	296,426	....	1,291	....	4,863	...
*1900-1901 ...	2,914,753	237,918	....	1,068	....	12,873	...
1899-1900 ...	2,062,573	192,221	....	1,049	....	4,970	...
1898-99 ...	2,298,179	117,847	13,458	1,235	11,255	...	...
	REJECTIONS—(A BALE=400 lbs.)						
	Europe.	America.	California.	Australia.	China and Japan Ports.	Indian Ports.	To Co.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	
*1902-1903 ...	44,026	4,650	....	....	....	....	...
*1901-1902 ...	69,985	12,977	....	100	....	....	...
*1900-1901 ...	50,061	9,502	....	....	....	115	...
1899-1900 ...	37,103	9,064	....	....	....	1,000	...
1898-99 ...	16,137	5,500	....	....	800	....	...
	CUTTINGS—(A BALE=400 lbs.)						
	Europe.	America.	California.	Australia.	China and Japan Ports.	Indian Ports.	To Co.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	
*1902-1903 ...	37,645	192,056	....	3	....	32	...
*1901-1902 ...	71,133	407,038	....	2,125	....	950	...
*1900-1901 ...	88,578	274,584	....	1,001	....	1,108	...
1899-1900 ...	48,430	241,864	....	500	....	599	...
1898-99 ...	58,759	257,320	....	1,209	1,435	...	...

\* Calcutta and Chittagong.

## THE JUTE TRADE—(Concl'd.)

Statement of Clearances of Jute, Jute Rejections, and Cuttings from the Port of Calcutta in bales (a bale = 400 lbs.) during 25 years, from 1878-79 to 1902-1903.

Years, 1st August to 31st July.	Jute.	Rejections.	Cuttings.	TOTAL BALES.
	Bales.	Bales.	Bales.	
1878-79 ...	1,449,550	58,790	318,575	1,826,915
1879-80 ...	1,315,464	23,657	303,008	1,647,124
1880-81 ...	1,370,452	33,638	313,892	1,717,982
1881-82 ...	1,804,279	48,070	419,953	2,272,324
1882-83 ...	2,384,323	38,453	620,066	3,044,242
1883-84 ...	1,297,557	21,918	325,732	1,645,198
1884-85 ...	1,846,326	33,082	498,126	2,377,534
1885-86 ...	1,732,350	17,944	395,352	2,145,646
1886-87 ...	1,888,520	25,456	402,542	2,316,518
1887-88 ...	2,072,636	45,689	526,784	2,645,109
1888-89 ...	2,431,700	63,107	485,156	2,979,963
1889-90 ...	2,543,774	48,464	511,709	3,103,940
1890-91 ...	2,787,852	61,992	571,506	3,421,350
1891-92 ...	1,732,767	23,848	232,006	1,988,687
1892-93 ...	2,630,128	40,998	411,897	3,083,023
1893-94 ...	2,245,968	57,369	234,700	2,538,037
1894-95 ...	3,064,651	56,829	468,576	3,590,056
1895-96 ...	3,094,533	53,209	348,428	3,491,170
1896-97 ...	2,839,090	80,840	373,001	3,293,591
1897-98 ...	3,726,930	58,751	415,465	4,201,146
1898-99 ...	2,441,974	22,137	296,714	2,760,825
1899-1900 ...	2,260,322	47,167	291,488	2,599,472
*1900-01 ...	3,166,612	59,738	315,269	3,541,619
*1901-02 ...	3,750,098	83,062	481,240	4,314,406
*1902-03 ...	2,974,102	48,676	230,636	3,253,414

\* Including Chittagong.

# TEA CULTIVATION IN INDIA.

Statements showing the progress of Tea Cultivation in the tea-growing districts during 15 years, from 1886 to 1900.

Years.	Burma.		Assam, Cachar and Jaintia Valley.		Assam, Chingai and Jaintia Valley.		United Provinces.		Punjab.		Madras.		Tamil Nadu and Cochin.		Total.	
	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.
1886	...	15	112,440	90,483	69,748	8,273	9,070	6,019	...	...	...	...	...	...	298,219	1,004
1887	...	15	116,002	95,957	72,441	8,280	8,487	5,307	...	...	...	...	...	...	312,803	5,764
1888	...	14	117,180	98,546	70,881	8,266	9,689	5,673	...	...	...	...	...	...	324,227	4,048
1889	...	172	124,880	102,289	79,016	8,314	8,826	5,374	...	...	...	...	...	...	333,701	4,760
1890	...	78	131,280	99,758	85,373	7,677	9,249	5,733	...	...	...	...	...	...	344,827	5,179
1891	...	989	136,602	105,221	90,831	8,002	8,837	5,498	...	...	...	...	...	...	362,437	6,437
1892	...	882	140,028	107,164	92,284	11,273	9,857	5,684	...	...	...	...	...	...	374,689	7,275
1893	...	802	145,694	111,931	110,510	7,419	8,746	3,900	...	...	...	...	...	...	396,689	7,837
1894	...	1,136	155,695	121,195	104,197	8,514	9,243	6,797	...	...	...	...	...	...	400,827	9,079
1895	...	1,201	165,079	126,830	102,707	7,919	9,630	5,270	...	...	...	...	...	...	433,280	11,444
1896	...	1,150	179,208	131,300	110,180	7,465	9,970	6,332	...	...	...	...	...	...	470,119	14,672
1897	...	1,220	191,574	138,809	120,241	7,924	10,389	6,512	...	...	...	...	...	...	501,680	19,701
1898	...	1,280	197,815	132,223	122,923	7,888	10,170	10,164	...	...	...	...	...	...	516,688	23,115
1899	...	1,479	204,985	132,342	134,672	8,038	9,748	6,107	...	...	...	...	...	...	538,487	22,002
1900	...	1,522	208,200	132,321	135,100	8,022	9,722	6,100	...	...	...	...	...	...	550,270	22,000

Statement showing the progress of Tea Cultivation in the tea-growing districts during 15 years, from 1886 to 1900.

Years.	Burma.		Assam, Cachar and Jaintia Valley.		Assam, Chingai and Jaintia Valley.		United Provinces.		Punjab.		Madras.		Tamil Nadu and Cochin.		Total.	
	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.	Acre.	Acres.
1886	...	3,016	37,459,415	24,460,463	46,538,395	1,664,296	1,533,733	932,235	...	...	...	...	...	...	82,453,812	44,439
1887	...	2,456	39,179,119	26,972,061	49,053,512	1,599,771	1,658,516	975,671	...	...	...	...	...	...	93,550,882	49,964
1888	...	1,600	43,654,548	29,957,434	52,101,974	1,646,553	1,855,438	1,004,729	...	...	...	...	...	...	99,792,544	54,768
1889	...	...	45,447,477	31,373,101	55,809,413	1,770,713	1,770,713	1,075,931	...	...	...	...	...	...	107,044,875	88,4916
1890	...	5,710	48,447,401	33,971,351	55,004,390	1,744,759	1,744,759	1,075,931	...	...	...	...	...	...	112,098,406	808,094
1891	...	5,213	50,646,374	35,735,688	57,413,065	1,748,314	1,831,393	1,075,931	...	...	...	...	...	...	121,094,474	1,341,479
1892	...	16,813	49,045,308	35,155,809	56,902,869	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	126,866,602	1,166,240
1893	...	271,100	54,802,216	39,447,688	57,413,065	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	131,247,000	2,036,395
1894	...	129,256	56,536,435	38,292,624	57,413,065	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	136,247,000	2,036,395
1895	...	282,633	56,723,405	41,876,759	57,413,065	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	141,247,000	2,036,395
1896	...	302,286	61,329,297	48,335,572	57,413,065	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	146,247,000	2,036,395
1897	...	275,553	59,045,371	44,184,761	57,413,065	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	151,247,000	2,036,395
1898	...	274,487	62,592,531	45,311,616	57,413,065	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	156,247,000	2,036,395
1899	...	288,339	66,856,594	61,509,263	57,413,065	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	161,247,000	2,036,395
1900	...	277,002	73,459,300	65,811,144	57,413,065	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	166,247,000	2,036,395
1901	...	260,888	73,539,043	66,353,374	57,413,065	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	171,247,000	2,036,395
1902	...	261,439	73,862,668	68,245,610	57,413,065	1,661,311	1,661,311	1,075,931	...	...	...	...	...	...	176,247,000	2,036,395

## INTERNAL TEA IMPORTS INTO CALCUTTA

Statement showing in quantity the Internal Import Trade of Calcutta in Indian Tea from each district by all routes during 1901-1902 as compared with 1902-1903.

Imported from—	1901-1902.					1902-1903.				
	Boat.	Inland Steamer.	Rail.	Road.	TOTAL.	Boat.	Inland Steamer.	Rail.	Road.	TOTAL.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Cachar ... ..	...	...	...	...	...	...	...	...	...	...
Chittagong ... ..	...	...	...	...	...	...	...	...	...	...
Cooch Behar ... ..	...	...	...	...	...	...	...	...	...	...
Darang ... ..	...	...	...	...	...	...	...	...	...	...
Darjeeling ... ..	...	...	...	...	...	...	...	...	...	...
Goaipara ... ..	...	...	...	...	...	...	...	...	...	...
Jalpaiguri ... ..	...	...	...	...	...	...	...	...	...	...
Kennur ... ..	...	...	...	...	...	...	...	...	...	...
Lakshmipore ... ..	...	...	...	...	...	...	...	...	...	...
Mouthum ... ..	...	...	...	...	...	...	...	...	...	...
Nowong ... ..	...	...	...	...	...	...	...	...	...	...
Sibhar ... ..	...	...	...	...	...	...	...	...	...	...
Sylhet ... ..	...	943,970	926,684	...	1,870,654	220	1,087,183	812,970	...	1,900,373
OTHER DISTRICTS.										
In Bengal ... ..	...	...	...	...	...	...	...	...	...	...
„ Behar ... ..	...	...	...	...	...	...	...	...	...	...
„ Chota Nagpur ... ..	...	...	...	...	...	...	...	...	...	...
„ the United Provinces of Agra and Oudh ... ..	...	...	...	...	...	...	...	...	...	...
„ „ Punjab ... ..	...	...	...	...	...	...	...	...	...	...
Other Places ... ..	...	...	...	...	...	...	...	...	...	...
TOTAL ... ..	...	943,970	926,684	...	1,870,654	220	1,087,183	812,970	...	1,900,373

TEA EXPORTS FROM BENGAL

Statement showing the Quantity and Value of Tea exported from Bengal to each Foreign Country during 1900-1901, 1901-1902 and 1902-1903.

Exported to—	Quantity in lbs.			Value in Rupees.		
	1900-01.	1901-02.	1902-03.	1900-01.	1901-02.	1902-03.
United Kingdom ..	161,224,550	153,730,939	146,397,666	8,32,69,291	7,95,55,997	5,88,17,439
Austria-Hungary ..	19,241	7,953	18,382	1,510	56	7,093
Denmark ..	6,270	8,780	9,840	2,439	4,060	4,312
Belgium ..	464	45	22,342	110	15,229	29
France ..	7,408	16,894	2,163	4,990	4,351	1,358
Germany ..	17,468	16,737	19,953	7,148	6,151	5,544
Greece ..	513,645	434,448	556,389	1,55,638	1,56,337	1,16,392
Holland ..	313,638	31,981	207,549	1,23,444	1,00,431	1,07,069
Italy ..	40	10	37,152	40	240	18,152
Japan ..	1,480	...	1,953	...	...	...
Italy .. (Brindisi)	...	...	...	...	...	...
Italy .. (Genoa)	...	860	...	...	...	...
Italy .. (Leghorn)	...	...	225	785	...	225
Italy .. (Naples)	...	...	...	...	...	504
Malta ..	1,095	359	835	1,995	280	...
Norway ..	...	2,040	2,350	...	748	974
Russia .. (Odessa)	257,609	1,522,229	3,865,144	77,821	5,06,793	14,751,534
Russia .. (Batoum)	85,764	39,053	5,120	21,399	1,800	2,185
Sweden ..	15,400	3,250	5,932	50,303	1,600	...
Spain—Gibraltar ..	...	...	25	...	...	...
Turkey in Europe ..	174,737	144,313	390,386	2,21,162	49,575	1,35,373
Abyssinia ..	...	...	...	...	...	...
Southern Africa ..	30,288	38,180	47,503	23,670	15,049	18,586
Cape Colony, &c. Natal ..	1,061	9,474	71,222	603	3,545	39,049



**TEA EXPORTS FROM BENGAL—(Contd.)**

*Statement showing the Quantity and Value of Tea exported from Bengal to each Foreign Country during 1900-01, 1901-02, and 1902-03.*

Exported to—	Quantity in lbs.			Value in Rupees.		
	1900-01.	1901-02	1902-03.	1900-01.	1901-02.	1902-03.
Eastern Africa ... ..	33,979	49,978	36,853	16,153	20,331	19,016
Northern Africa ... ..	115,549	129,457	28,464	48,971	41,647	89,544
Canada ... ..	1,710,222	1,059,483	5,469,332	7,51,082	4,12,125	21,57,380
Montevideo ... ..	1,000	1,000	...	500	500	...
Cairo ... ..	...	...	...	...	...	...
South America ... ..	...	30	...	...	30	...
Demerara ... ..	...	2,000	...	656	1,250	1,155
Tahiti ... ..	1,500	...	1,500	750	...	962
Valparaiso ... ..	...	900	...	...	539	...
New York ... ..	1,573,786	1,010,310	2,458,604	5,79,497	3,54,191	7,12,182
Boston ... ..	45,534	5,797	59,752	15,520	3,913	20,732
United States ... ..	81,530	49,654	137,803	21,572	20,601	49,551
Chicago ... ..	21,869	11,157	9,867	7,051	4,441	3,608
San Francisco ... ..	12,600	...	...	4,328	...	...
Philadelphia ... ..	4,860	...	...	1,897	...	...
Buenos Ayres ... ..	18,481	...	...	6,207	...	...
New Orleans ... ..	...	680	500	...	530	287
Trinidad ... ..	...	500	...	...	250	...
West Indies ... ..	...	90	...	...	60	...
Grenada ... ..	...	20	...	...	...	...
Barbadoes ... ..	...	...	...	...	...	...
Aden ... ..	204,192	39,331	93,155	68,180	12,271	28,428
Arabia ... ..	5,611	161	440	1,924	259	220
Other States ... ..	313,455	242,105	127,777	96,214	71,065	44,268
Borneo ... ..	440	1,000	...	146	...	281
Ceylon ... ..	360	210	56,378	188	...	...
China ... ..	1,129,094	1,109,072	1,149,031	4,61,219	4,18,117	3,06,730
Hong-kong ... ..	14,007	225,447	379,306	3,337	18,012	93,015
Treaty Ports ... ..	100	...	130	100	...	138
Japan ... ..	200	...	...	...	...	...
Java ... ..	310,137	375,586	647,546	98,185	...	2,00,479
Perak ... ..	120	240	660	60	165	445
Siam ... ..	57,190	39,003	47,016	32,650	22,855	24,971
Straits Settlements ... ..	1,176	7,937	5,071	420	3,449	2,142
Alexandretta ... ..	23,219	39,173	251,990	72,471	9,221	85,401
Bagdad ... ..	282,731	619,838	106,354	92,407	18,1848	20,667
Basora ... ..	9,969	25,655	41,747	3,216	9,061	13,714
Beirut ... ..	3,615	4,212	5,477	1,675	1,979	2,581
Calcutta ... ..	7,042	5,205	2,897	3,258	2,916	1,717
Canton ... ..	27,183	27,322	26,351	10,716	9,033	9,395
Cebu ... ..	3,279,155	1,451,613	1,086,939	5,31,728	5,68,600	7,95,261
Colon ... ..	...	...	...	...	164	...
Hankow ... ..	350	4,507	3,600	...	1,424	1,717
Hongkong ... ..	17,514	6,004	5,620	5,018	1,223	1,154
Kobe ... ..	...	...	...	...	...	...
Manila ... ..	3,441,030	2,425,910	1,808,141	12,42,016	9,49,517	6,45,065
Peking ... ..	138,217	54,102	50,475	50,882	19,346	10,870
Shanghai ... ..	858,084	927,403	701,213	2,70,974	3,09,001	2,58,551
Tientsin ... ..	120	5,478	8,686	...	1,660	2,464
Yokohama ... ..	4,823,403	3,610,566	1,907,188	14,08,362	11,51,157	6,89,022
Turkey in Asia ... ..	6,038	5,599	16,639	2,668	2,470	6,850
Constantinople ... ..	1,342,539	1,098,048	1,225,390	5,07,596	4,51,500	4,91,627
Fiji Islands ... ..	200	560	60	270	640	113
New South Wales ... ..	...	...	...	...	...	...
Queensland ... ..	...	...	...	...	...	...
South Australia ... ..	...	...	...	...	...	...
Tasmania ... ..	...	...	...	...	...	...
Victoria ... ..	...	...	...	...	...	...
Western Australia ... ..	...	...	...	...	...	...
New Zealand ... ..	...	...	...	...	...	...
Fiji Islands ... ..	...	...	...	...	...	...
<b>Total</b> ... ..	<b>182,216,252</b>	<b>171,197,316</b>	<b>170,943,292</b>	<b>9,07,49,706</b>	<b>7,65,37,015</b>	<b>6,76,52,875</b>

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## TEA EXPORTS FROM INDIA

Statement of total Export of Indian Tea from India showing Share of each Presidency during 25 years, from 1878-79 to 1902-1903.

YEAR.	QUANTITY IN LBS.					Total
	Bengal.	Bombay.	Madras.	Sind.	Burma.	
1878-79 ...	34,175,303	49,095	201,215	3,452	3,597	34,631
1879-80 ...	37,835,074	50,023	205,862	22,106	60,336	38,173
1880-81 ...	45,797,523	68,924	263,940	207,612	75,211	46,348
1881-82 ...	47,563,534	163,093	315,999	309,574	38,715	48,361
1882-83 ...	56,847,315	120,905	302,243	372,224	123,538	57,673
1883-84 ...	59,191,700	72,418	257,049	364,047	26,489	59,918
1884-85 ...	63,334,075	90,062	299,919	321,041	114,085	63,866
1885-86 ...	69,587,088	73,576	344,617	345,373	163,596	69,947
1886-87 ...	77,447,954	247,986	381,667	634,816	254,338	78,327
1887-88 ...	86,054,839	349,623	432,206	294,552	383,285	87,115
1888-89 ...	95,758,151	481,110	520,251	187,663	639,937	96,962
1889-90 ...	101,770,450	978,266	564,115	424,772	22,521	103,262
1890-91 ...	104,545,621	788,176	912,704	763,405	5,086	106,011
1891-92 ...	115,782,179	2,618,695	1,025,729	684,581	37,283	120,104
1892-93 ...	111,523,467	1,093,750	1,393,604	593,865	118,987	116,511
1893-94 ...	123,000,733	2,828,746	2,249,006	1,067,359	53,472	129,187
1894-95 ...	130,495,190	3,040,295	2,510,059	674,795	89,866	134,077
1895-96 ...	141,235,822	2,413,247	2,690,027	505,344	64,021	144,517
1896-97 ...	145,363,650	1,583,315	3,244,079	845,754	17,019	150,016
1897-98 ...	149,450,452	2,039,864	4,419,290	581,079	61,742	156,912
1898-99 ...	167,036,152	2,625,880	4,895,216	539,990	27,652	175,585
1900-01 ...	182,216,232	2,870,324	5,254,199	313,584	49,509	190,899
1901-02 ...	170,913,592	3,743,596	6,482,215	222,186	32,229	181,405
1902-03 ...						

TEA MOVEMENTS IN LONDON.  
Comprehensive Statement of Movements of Tea in London during the calendar years 1902 and 1903.

Year.	Imports.					Exports.					Total.
	India.	Ceylon.	Java.	China, &c.	Total.	India.	Ceylon.	Java.	China, &c.	Total.	
January ... 1902	21,441,025	11,150,021	65,103	2,627,125	35,221,274	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	39,221,274
February ... 1902	11,220,228	11,150,021	65,103	2,627,125	35,221,274	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	39,221,274
March ... 1902	8,022,615	7,214,837	67,220	2,146,671	18,451,343	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	19,451,343
April ... 1902	1,246,254	7,214,837	67,220	2,146,671	10,685,082	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	11,685,082
May ... 1902	1,227,752	8,550,719	1,023,379	1,321,379	12,123,229	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	13,123,229
June ... 1902	1,719,267	9,140,164	1,023,379	1,321,379	13,204,129	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	14,204,129
July ... 1902	6,771,025	12,426,027	1,023,379	1,321,379	21,541,810	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	22,541,810
August ... 1902	15,025,272	9,272,228	1,023,379	1,321,379	26,642,158	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	27,642,158
September ... 1902	16,102,211	8,600,004	1,023,379	1,321,379	27,046,973	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	28,046,973
October ... 1902	22,026,225	8,464,052	1,023,379	1,321,379	32,835,035	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	33,835,035
November ... 1902	27,403,013	8,464,052	1,023,379	1,321,379	37,211,823	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	38,211,823
December ... 1902	22,722,222	9,600,000	1,023,379	1,321,379	34,666,980	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	35,666,980
January ... 1903	21,000,000	11,150,021	65,103	2,627,125	35,221,274	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	39,221,274
February ... 1903	11,220,228	11,150,021	65,103	2,627,125	35,221,274	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	39,221,274
March ... 1903	8,022,615	7,214,837	67,220	2,146,671	18,451,343	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	19,451,343
April ... 1903	1,246,254	7,214,837	67,220	2,146,671	10,685,082	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	11,685,082
May ... 1903	1,227,752	8,550,719	1,023,379	1,321,379	12,123,229	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	13,123,229
June ... 1903	1,719,267	9,140,164	1,023,379	1,321,379	13,204,129	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	14,204,129
July ... 1903	6,771,025	12,426,027	1,023,379	1,321,379	21,541,810	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	22,541,810
August ... 1903	15,025,272	9,272,228	1,023,379	1,321,379	26,642,158	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	27,642,158
September ... 1903	16,102,211	8,600,004	1,023,379	1,321,379	27,046,973	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	28,046,973
October ... 1903	22,026,225	8,464,052	1,023,379	1,321,379	32,835,035	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	33,835,035
November ... 1903	27,403,013	8,464,052	1,023,379	1,321,379	37,211,823	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	38,211,823
December ... 1903	22,722,222	9,600,000	1,023,379	1,321,379	34,666,980	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	35,666,980
Total ... 1902	155,330,227	101,220,018	6,117,410	10,685,082	273,352,737	10,000,000	10,000,000	10,000,000	10,000,000	40,000,000	283,352,737
Total ... 1903	155,330,227	101,220,018	6,117,410	10,685,082	273,352,737	10,000,000	10,000,000	10,000,000	10,000,000	40,000,000	283,352,737

# CONSUMPTION OF INDIAN, CHINA & CEYLON TEAS IN GREAT BRITAIN

Comparative Statement showing the respective English consumption of Indian, China and Ceylon teas for 30 years, from 1874 to 1903.

YEAR.	Indian. lb.	China, etc. lb.	Ceylon. lb.	Total. lb.	Amount per head population (in lb.)
1874 ...	18,828,000	118,751,000	Not available.	137,279,000	4.22
1875 ...	23,920,000	122,107,000		146,327,000	4.43
1876 ...	25,740,000	123,364,000		149,104,000	4.49
1877 ...	27,814,000	123,300,000		151,114,000	4.50
1878 ...	30,744,000	120,652,000		157,396,000	4.61
1879 ...	34,002,000	126,840,000		160,432,000	4.68
1880 ...	43,836,000	114,485,000		158,321,000	4.57
1881 ...	48,336,000	111,715,000		160,051,000	4.58
1882 ...	50,496,000	114,462,000		164,958,000	4.69
1883 ...	50,000,000	111,789,000	1,600,000	171,789,000	4.82
1884 ...	64,217,000	110,843,000	2,000,000	175,060,000	4.90
1885 ...	65,678,000	118,514,000	3,217,000	182,409,000	5.06
1886 ...	68,420,000	104,926,000	6,243,000	178,891,000	4.92
1887 ...	83,112,000	90,508,000	9,941,000	183,561,000	5.02
1888 ...	86,210,000	80,653,000	18,553,000	185,416,000	5.08
1889 ...	96,000,000	61,106,000	28,000,000	185,000,000	4.99
1890 ...	101,561,686	57,330,337	34,516,469	194,008,492	5.17
1891 ...	98,941,931	62,287,204	51,227,602	202,456,837	5.36
1892 ...	108,528,160	24,483,408	63,102,127	207,113,704	5.43
1893 ...	108,143,602	25,805,312	64,218,061	208,008,004	5.41
1894 ...	116,005,632	25,805,033	71,070,078	214,340,763	5.53
1895 ...	116,342,314	31,433,014	74,023,809	221,800,137	5.65
1896 ...	122,941,098	24,649,936	89,294,475	227,785,509	5.75
1897 ...	124,534,104	31,372,030	85,403,554	231,309,778	5.79
1898 ...	123,430,351	10,512,009	82,471,745	235,414,105	5.83
1899 ...	134,018,021	23,402,048	85,137,946	242,558,013	5.95
1900 ...	135,025,025	19,207,051	92,470,009	247,702,085	6.07
1901 ...	147,060,728	17,067,828	90,825,521	255,873,082	6.16
1902 ...	148,727,837	20,171,477	85,540,878	254,440,192	6.06
1903 ...	150,780,855	20,092,330	78,492,989	255,365,383	6.03

# BENGAL OPIUM.

Statement showing the Quantity, Average Price, and Gross Proceeds of Bengal Opium sold during 25 years, from 1878 to 1902.

YEAR.	Quantity.	Average Price.	Gross Proceeds.
	Chests.	Rs. As. P.	Rs. As. P.
1878 ...	54,000	1,243 4 0	6,71,35,570 0 0
1879 ...	60,000	1,150 9 2	6,90,34,470 5 10
1880 ...	56,400	1,326 0 5	7,47,87,957 2 7
1881 ...	56,400	1,351 6 7	7,62,19,583 8 8
1882 ...	56,400	1,240 10 8	6,99,73,810 0 0
1883 ...	55,150	1,240 6 10	6,84,09,662 3 10
1884 ...	47,550	1,286 15 0	6,11,93,905 0 0
1885 ...	49,992	1,254 14 6	6,27,35,273 4 0
1886 ...	54,000	1,154 11 3	6,22,19,383 0 0
1887 ...	57,000	1,067 8 1	6,08,47,800 0 0
1888 ...	57,000	1,089 10 3½	6,21,09,730 0 0
1889 ...	57,000	1,158 11 1	6,60,45,520 0 0
1890 ...	57,000	1,054 3 0	6,00,88,730 0 0
1891 ...	57,000	1,037 3 0	5,91,19,695 0 0
1892 ...	51,426	1,200 13 7	6,17,54,945 0 0
1893 ...	43,704	1,154 9 8	5,04,60,835 0 0
1894 ...	41,040	1,247 12 10	5,12,09,890 0 0
1895 ...	37,260	1,414 2 0	5,26,90,470 0 0
1896 ...	39,000	1,311 14 11	5,11,05,550 0 0
1897 ...	30,000	1,048 12 3	4,00,01,985 0 0
1898 ...	30,000	1,016 7 2	3,06,41,495 0 0
1899 ...	40,800	1,159 6 0	4,73,02,500 0 0
1900 ...	44,400	1,369 11 5	6,08,15,360 0 0
1901 ...	48,000	1,326 3 1	6,36,57,470 0 0
1902 ...	48,000	1,154 0 6	5,53,93,530 0 0

Statement showing the Quantity, Average Price, and Gross Proceeds  
of Bengal Opium sold in each month during 1901 and 1902.

Months.	Quantity in	Average Price.			Gross Proceeds.	
		Chests.	Rs.	As. P.	Rs.	As.
January, 1901 ...	4,000	1,306	3	8	53,24,925	0
February " " ...	4,000	1,347	4	6	53,89,135	0
March " " ...	4,000	1,377	11	4	55,10,850	0
April " " ...	4,000	1,333	15	8	53,85,985	0
May " " ...	4,000	1,374	0	6	54,96,125	0
June " " ...	4,000	1,364	10	0	54,56,250	0
July " " ...	4,000	1,348	12	0	53,85,000	0
August " " ...	4,000	1,387	18	0	55,09,500	0
September " " ...	4,000	1,303	7	0	52,13,500	0
October " " ...	4,000	1,250	3	2	51,20,800	0
November " " ...	4,000	1,265	11	3	50,74,825	0
December " " ...	4,000	1,282	8	9	51,30,200	0
Average for 1901	.....	1,326	3	1	53,77,475	0
Total ...	48,000	.....	.....	.....	6,36,57,000	0
	Chests.	Rs.	As. P.	Rs.	As.	
January, 1902 ...	4,000	1,235	5	7	49,41,400	0
February " " ...	4,000	1,225	0	6	49,00,125	0
March " " ...	4,000	1,220	10	0	48,80,250	0
April " " ...	4,000	1,178	2	10	47,12,725	0
May " " ...	4,000	1,074	13	7	42,99,400	0
June " " ...	4,000	1,108	2	2	44,32,500	0
July " " ...	4,000	1,104	11	6	44,02,575	0
August " " ...	4,000	1,140	4	1	45,61,025	0
September " " ...	4,000	1,132	10	0	45,28,250	0
October " " ...	4,000	1,135	13	1	45,43,275	0
November " " ...	4,000	1,169	5	7	46,77,400	0
December " " ...	4,000	1,128	9	1	45,14,275	0
Average for 1902	.....	1,154	5	6	.....	.....
Total ...	48,000	.....	.....	.....	5,53,93,530	0

Statement showing the Quantity (in Indian Maunds) of Salt imported into or made in Bengal, and the Annual Average Price, during 20 years, from 1882-83 to 1901-1902.

[illegible]

<sup>a</sup> Includes Government Salt. | (a) Government Salt.

**PRICE OF SALT.**  
*Statement showing the Annual Average Price of Salt raised in the following places during 20 years from 1883 to 1902.*  
 SERRE PER KUMHIL.

Year.	Calcutta.	Bombay.	Madras.	Kernabath.	Rangoon.	Cawnpore.	Indrapoore.	Rajpoot.	Hennahat.	Bahram.	Alsh.	Dah.
1883	14.79	13.92	15.5	18.9	22.92	12.93	16.97	16.79	16.79	16.81	11.0	18.71
1884	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1885	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1886	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1887	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1888	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1889	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1890	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1891	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1892	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1893	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1894	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1895	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1896	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1897	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1898	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1899	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1900	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1901	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71
1902	13.95	13.95	13.95	16.4	16.97	12.93	15.93	15.93	16.79	16.79	11.0	18.71

**PRICE OF RICE GRAIN.**  
*Statement showing the Annual Average Price of Common Rice raised in the following places during 20 years from 1883 to 1902.*  
 SERRE PER KUMHIL.

Year.	Calcutta.	Backergunge.	Managore.	Bombay.	Cawnpore.	Dah.	Rangoon.	Rajpoot.	Alsh.	Salah.	Indrapoore.	Bahram.
1883	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1884	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1885	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1886	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1887	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1888	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1889	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1890	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1891	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1892	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1893	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1894	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1895	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1896	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1897	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1898	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1899	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1900	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1901	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95
1902	13.95	13.14	13.14	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95	13.95

**PRICE OF WHEAT.**  
*Annual Average Price of Wheat raised in the following places during 20 years from 1883 to 1902.*

Year.	SEASONS FOR WHICH.									
	Orissa.	Lachnan.	Bombay.	Punjab.	Cowpore.	Cachar.	Assam.	Bangalore.	Salem.	Bahar.
1883	121	125	109	107	182	189	50	114	127	29
1884	119	127	112	109	183	190	51	115	127	29
1885	119	127	112	109	183	190	51	115	127	29
1886	119	127	112	109	183	190	51	115	127	29
1887	119	127	112	109	183	190	51	115	127	29
1888	119	127	112	109	183	190	51	115	127	29
1889	119	127	112	109	183	190	51	115	127	29
1890	119	127	112	109	183	190	51	115	127	29
1891	119	127	112	109	183	190	51	115	127	29
1892	119	127	112	109	183	190	51	115	127	29
1893	119	127	112	109	183	190	51	115	127	29
1894	119	127	112	109	183	190	51	115	127	29
1895	119	127	112	109	183	190	51	115	127	29
1896	119	127	112	109	183	190	51	115	127	29
1897	119	127	112	109	183	190	51	115	127	29
1898	119	127	112	109	183	190	51	115	127	29
1899	119	127	112	109	183	190	51	115	127	29
1900	119	127	112	109	183	190	51	115	127	29
1901	119	127	112	109	183	190	51	115	127	29
1902	119	127	112	109	183	190	51	115	127	29

**WHEAT AND LINSEED, 1902 and 1903.**

WHEAT.	1902.				1903.			
	May.	June.	July.	August.	May.	June.	July.	August.
(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
(England, 100 lbs. t. ... Rs.	30 @ 31-2	29-10	30	29-0	29-3	30-4	30-4	30-3
Calcutta, per B. M. d. ... Rs.	3-4-0	3-2-6	3-0-0	3-0-0	2-15-0	3-0-6	3-1-6	3-1-6
Club No. 1 ... Rs.	3-4-6	3-2-6	3-0-0	3-0-0	3-1-0	3-0-0	3-1-0	3-2-0
P. 100 Mds. Rail ... Rs.	47-14-8	47-14-8	47-14-8	47-14-8	51-0-8	51-0-8	51-0-8	51-0-8
P. Ton. Steamer, ... Rs.	0-17-0	0-15-0	0-15-0	0-15-0	0-17-0	0-17-0	0-17-0	0-17-0
Calcutta, London & ... Rs.	47-14-8	47-14-8	47-14-8	47-14-8	51-0-8	51-0-8	51-0-8	51-0-8
Clarges p. Ton, Calcutta	...	...	...	...	...	...	...	...
Bengal ... cwts.	65,206	...	...	...	1,002,978	...	...	...
Bombay ... "	81,297	...	...	...	300,748	...	...	...
Siach ... "	7,173,239	...	...	...	8,848,254	...	...	...
Madras, &c. ... "	18	...	...	...	81	...	...	...
Burma ... "	...	...	...	...	109	...	...	...
Total ... "	7,321,518	...	...	...	10,392,150	...	...	...

LINSEED.	1902.				1903.			
	May.	June.	July.	August.	May.	June.	July.	August.
(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
(England, 100 lbs. t. ... Rs.	52-0-0	52-0-0	52-0-0	52-0-0	52-0-0	52-0-0	52-0-0	52-0-0
Calcutta, per B. M. d. ... Rs.	7-6-0	7-6-0	7-6-0	7-6-0	7-6-0	7-6-0	7-6-0	7-6-0
Bold 4½ ... Rs.	7-6-0	7-6-0	7-6-0	7-6-0	7-6-0	7-6-0	7-6-0	7-6-0
P. 100 Mds. Rail ... Rs.	47-14-8	47-14-8	47-14-8	47-14-8	51-0-8	51-0-8	51-0-8	51-0-8
P. Ton. Steamer, ... Rs.	0-17-0	0-17-0	0-17-0	0-17-0	0-17-0	0-17-0	0-17-0	0-17-0
Calcutta, London & ... Rs.	47-14-8	47-14-8	47-14-8	47-14-8	51-0-8	51-0-8	51-0-8	51-0-8
Clarges p. Ton, Calcutta	...	...	...	...	...	...	...	...
Bengal ... cwts.	5,103,925	...	...	...	4,185,756	...	...	...
Bombay ... "	2,144,685	...	...	...	2,086,642	...	...	...
Siach ... "	79,239	...	...	...	84,707	...	...	...
Madras, &c. ... "	20	...	...	...	30	...	...	...
Burma ... "	...	...	...	...	...	...	...	...
Total ... "	7,327,859	...	...	...	6,328,185	...	...	...

\* Figures given are for the official years.

# RAILWAY FREIGHT ON WHEAT AND LINSEED.

Statement showing the lowest rates in force, per 100 maunds, for Wheat, Limited, from Cawnpore to Howrah, for 20 years.

YEAR.	MAY.		JUNE.		JULY.		AUGUST.	
	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1884 ...	via 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
1893* ...	47-15-0	47-15-0	47-15-0	47-15-0	47-15-0	47-15-0	47-15-0	47-15-0
1894 ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1895 ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1896 ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1897† ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1898† ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1899† ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1900† ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1901† ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1902 ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1903 ...	51-0-8	51-0-8	51-0-8	51-0-8	51-0-8	51-0-8	51-0-8	51-0-8

\* Grain and common seeds, when booked locally and in through booking via Cawnpore to Howrah, during the months of May, June, July and August, 1895, at the rate of Rs. 6-7-8 per maund.

† These rates are for consignments of 340 maunds and over; less than 340 maunds at Rs. 1-3-0 per maund.

# RATES OF FREIGHT IN THE CALCUTTA PORT.—1902.

1st QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
... per ton	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
...	1 0 0	0 17 6	...	...	1 0 0	0 17 6	...	...
...	1 0 0	0 17 6	...	...	1 0 0	0 17 6	...	...
...	1 2 6	1 0 0	...	...	1 2 6	1 0 0	...	...
...	1 5 0	1 2 6	...	...	1 5 0	1 2 6	...	...
...	1 2 6	1 0 0	...	...	1 2 6	1 0 0	...	...
...	1 2 6	1 0 0	...	...	1 2 6	1 0 0	...	...
...	1 16 3	1 13 9	...	...	1 16 3	1 13 9	...	...
...	0 17 6	0 15 0	...	...	0 17 6	0 15 0	...	...
...	3 0 0	2 0 0	...	...	3 0 0	2 0 0	...	...
...	3 0 0	3 0 0	...	...	3 0 0	3 0 0	...	...
...	1 11 3	1 8 9	...	...	1 11 3	1 8 9	...	...
...	3 0 0	3 0 0	...	...	3 0 0	3 0 0	...	...

To Dundee.—(Canal), Jute, £1-0-0 to £1-13-9.  
 " America.—Saltpetre, \$1 to \$4½. Linseed, \$5 to \$6.  
 " Mauritius.—Rice, per bag, Rs. 1-1-0 to Rs. 1-2-0; Mt. goods, per ton, Rs. 16-8-0.  
 " Australia.—Rice and Mt. goods, £1-10-0

## 2nd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
... per ton	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
...	0 17 6	0 15 0	...	...	0 17 6	0 15 0	...	...
...	0 17 6	0 15 0	...	...	0 17 6	0 15 0	...	...
...	1 0 0	0 17 6	...	...	1 0 0	0 17 6	...	...
...	1 2 6	1 0 0	...	...	1 2 6	1 0 0	...	...
...	1 0 0	0 17 6	...	...	1 0 0	0 17 6	...	...
...	1 0 0	0 17 6	...	...	1 0 0	0 17 6	...	...
...	1 16 3	1 13 9	...	...	1 16 3	1 13 9	...	...
...	0 15 0	0 12 6	...	...	0 15 0	0 12 6	...	...
...	3 0 0	2 0 0	...	...	3 0 0	2 0 0	...	...
...	3 0 0	3 0 0	...	...	3 0 0	3 0 0	...	...
...	1 11 3	1 8 9	...	...	1 11 3	1 8 9	...	...
...	1 11 3	1 8 9	...	...	1 11 3	1 8 9	...	...
...	3 0 0	3 0 0	...	...	3 0 0	3 0 0	...	...

To Dundee.—(Canal), Jute, £1-2-8 to £2-4-7-6.  
 " America.—Saltpetre, \$4 to \$4½. Linseed, \$5.  
 " Mauritius.—Rice, per bag, Rs. 1-1-0 to Rs. 1-2-0; Mt. goods, Rs. 16-8-0 per ton.  
 " Australia.—Dead weight and Mt. goods, £1-10-0.





RATES OF FREIGHT IN THE CALCUTTA PORT.—1903.—(C)

STAPLES.		TO LONDON.						TO LIVERPOOL.
		STEAMERS.			SAILING VESSELS.			
		Highest.	Lowest.		Highest.	Lowest.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Rice and Wheat	per ton	0 17 6	0 17 0				0 17 6	
Linsseed	"	1 0 0	1 0 0				1 0 0	
Rapeseed	"	1 2 6	1 2 6				1 2 6	
TU and Poppy seed	"	1 5 0	1 5 0				1 5 0	
Jute	"	1 0 0	1 0 0				1 0 0	
Cotton	"	1 0 0	1 0 0				1 0 0	
Tea	"	1 13 0	1 13 0				1 13 0	
Saltpetre	"	0 15 0	0 15 0	NH.	NH.		1 18 0	
Hides	"	3 0 0	2 0 0				0 16 0	
Silk	"	3 0 0	2 0 0				3 0 0	
Lacdy and Shellac	"	1 8 9	1 8 9				3 0 0	
Indigo	"	3 0 0	3 0 0				1 8 9	
Tobacco	"	2 0 0	2 0 0				0 0 0	
Tile	"	2 10 0	2 0 0				2 0 0	
Tramue	"	1 0 0	1 7 6				1 0 0	
Castor oil	"	1 8 9	8 9				1 10 0	
Gumacs	"	1 5 0	1 5 0				1 8 9	
Safflower	"	Nom.	Nom.				1 5 0	
							Nom.	

Dundee—(Canal), Jute, £12-6 @ £10-0; Australia—Gunnies, £1 10-0; Mauritius, 1-1-10; and Mt. goods, Rs. 16-8-0; Hamburg—Dead weight, £0-18-0 @ £0-17-5; Linea, £0-1-0; Jute, £1-1-3 @ £1-0-0; Cape Ports—Gunnies, £2-0-0 + 10%; Rice, £1-16-0; New York—Saltpetre, \$4; Jute and Linseed, \$5 @ 4½; Gunnies, \$5½ @ 5; Shellac, \$6 @ 5½.

4th QUARTER.

## FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

showing the value (in Tens of Rupees) of total Imports and Exports of Merchandise and Treasure (exclusive of Government Stores and Treasure) from and to Foreign Countries in the Presidency of Bengal, and its Chief Port, Calcutta, during the years from 1808-99 to 1902-1903.

		BENAL PREBEND.					CALCUTA.				
		1836-37.	1837-38.	1838-39.	1839-40.	1840-41.	1841-42.	1842-43.	1843-44.	1844-45.	1845-46.
1846-47.	Rt. R.	Rt. R.	Rt. R.	Rt. R.	Rt. R.	Rt. R.	Rt. R.	Rt. R.	Rt. R.	Rt. R.	Rt. R.
1846-47.	1,161 10 0	1,171 10 0	1,181 10 0	1,191 10 0	1,201 10 0	1,211 10 0	1,221 10 0	1,231 10 0	1,241 10 0	1,251 10 0	1,261 10 0
1847-48.	1,171 10 0	1,181 10 0	1,191 10 0	1,201 10 0	1,211 10 0	1,221 10 0	1,231 10 0	1,241 10 0	1,251 10 0	1,261 10 0	1,271 10 0
1848-49.	1,181 10 0	1,191 10 0	1,201 10 0	1,211 10 0	1,221 10 0	1,231 10 0	1,241 10 0	1,251 10 0	1,261 10 0	1,271 10 0	1,281 10 0
1849-50.	1,191 10 0	1,201 10 0	1,211 10 0	1,221 10 0	1,231 10 0	1,241 10 0	1,251 10 0	1,261 10 0	1,271 10 0	1,281 10 0	1,291 10 0
1850-51.	1,201 10 0	1,211 10 0	1,221 10 0	1,231 10 0	1,241 10 0	1,251 10 0	1,261 10 0	1,271 10 0	1,281 10 0	1,291 10 0	1,301 10 0
1851-52.	1,211 10 0	1,221 10 0	1,231 10 0	1,241 10 0	1,251 10 0	1,261 10 0	1,271 10 0	1,281 10 0	1,291 10 0	1,301 10 0	1,311 10 0
1852-53.	1,221 10 0	1,231 10 0	1,241 10 0	1,251 10 0	1,261 10 0	1,271 10 0	1,281 10 0	1,291 10 0	1,301 10 0	1,311 10 0	1,321 10 0
1853-54.	1,231 10 0	1,241 10 0	1,251 10 0	1,261 10 0	1,271 10 0	1,281 10 0	1,291 10 0	1,301 10 0	1,311 10 0	1,321 10 0	1,331 10 0
1854-55.	1,241 10 0	1,251 10 0	1,261 10 0	1,271 10 0	1,281 10 0	1,291 10 0	1,301 10 0	1,311 10 0	1,322 10 0	1,331 10 0	1,341 10 0
1855-56.	1,251 10 0	1,261 10 0	1,271 10 0	1,281 10 0	1,291 10 0	1,301 10 0	1,311 10 0	1,321 10 0	1,331 10 0	1,341 10 0	1,351 10 0
1856-57.	1,261 10 0	1,271 10 0	1,281 10 0	1,291 10 0	1,301 10 0	1,311 10 0	1,321 10 0	1,331 10 0	1,341 10 0	1,351 10 0	1,361 10 0
1857-58.	1,271 10 0	1,281 10 0	1,291 10 0	1,301 10 0	1,311 10 0	1,321 10 0	1,331 10 0	1,341 10 0	1,351 10 0	1,361 10 0	1,371 10 0
1858-59.	1,281 10 0	1,291 10 0	1,301 10 0	1,311 10 0	1,321 10 0	1,331 10 0	1,341 10 0	1,351 10 0	1,361 10 0	1,371 10 0	1,381 10 0
1859-60.	1,291 10 0	1,301 10 0	1,311 10 0	1,322 10 0	1,331 10 0	1,341 10 0	1,351 10 0	1,361 10 0	1,371 10 0	1,381 10 0	1,391 10 0
1860-61.	1,301 10 0	1,311 10 0	1,321 10 0	1,331 10 0	1,341 10 0	1,351 10 0	1,361 10 0	1,371 10 0	1,381 10 0	1,391 10 0	1,401 10 0
1861-62.	1,311 10 0	1,321 10 0	1,331 10 0	1,341 10 0	1,351 10 0	1,361 10 0	1,371 10 0	1,381 10 0	1,391 10 0	1,401 10 0	1,411 10 0
1862-63.	1,321 10 0	1,331 10 0	1,341 10 0	1,351 10 0	1,361 10 0	1,371 10 0	1,381 10 0	1,391 10 0	1,401 10 0	1,411 10 0	1,421 10 0
1863-64.	1,331 10 0	1,341 10 0	1,351 10 0	1,361 10 0	1,371 10 0	1,381 10 0	1,391 10 0	1,401 10 0	1,411 10 0	1,421 10 0	1,431 10 0
1864-65.	1,341 10 0	1,351 10 0	1,361 10 0	1,371 10 0	1,381 10 0	1,391 10 0	1,401 10 0	1,411 10 0	1,421 10 0	1,431 10 0	1,441 10 0
1865-66.	1,351 10 0	1,361 10 0	1,371 10 0	1,381 10 0	1,391 10 0	1,401 10 0	1,411 10 0	1,421 10 0	1,431 10 0	1,441 10 0	1,451 10 0
1866-67.	1,361 10 0	1,371 10 0	1,381 10 0	1,391 10 0	1,401 10 0	1,411 10 0	1,421 10 0	1,431 10 0	1,441 10 0	1,451 10 0	1,461 10 0
1867-68.	1,371 10 0	1,381 10 0	1,391 10 0	1,401 10 0	1,411 10 0	1,421 10 0	1,431 10 0	1,441 10 0	1,451 10 0	1,461 10 0	1,471 10 0
1868-69.	1,381 10 0	1,391 10 0	1,401 10 0	1,411 10 0	1,421 10 0	1,431 10 0	1,441 10 0	1,451 10 0	1,461 10 0	1,471 10 0	1,481 10 0
1869-70.	1,391 10 0	1,401 10 0	1,411 10 0	1,421 10 0	1,431 10 0	1,441 10 0	1,451 10 0	1,461 10 0	1,471 10 0	1,481 10 0	1,491 10 0
1870-71.	1,401 10 0	1,411 10 0	1,421 10 0	1,431 10 0	1,441 10 0	1,451 10 0	1,461 10 0	1,471 10 0	1,481 10 0	1,491 10 0	1,501 10 0
1871-72.	1,411 10 0	1,421 10 0	1,431 10 0	1,441 10 0	1,451 10 0	1,461 10 0	1,471 10 0	1,481 10 0	1,491 10 0	1,501 10 0	1,511 10 0
1872-73.	1,421 10 0	1,431 10 0	1,441 10 0	1,451 10 0	1,461 10 0	1,471 10 0	1,481 10 0	1,491 10 0	1,501 10 0	1,511 10 0	1,521 10 0
1873-74.	1,431 10 0	1,441 10 0	1,451 10 0	1,461 10 0	1,471 10 0	1,481 10 0	1,491 10 0	1,501 10 0	1,511 10 0	1,521 10 0	1,531 10 0
1874-75.	1,441 10 0	1,451 10 0	1,461 10 0	1,471 10 0	1,481 10 0	1,491 10 0	1,501 10 0	1,511 10 0	1,521 10 0	1,531 10 0	1,541 10 0
1875-76.	1,451 10 0	1,461 10 0	1,471 10 0	1,481 10 0	1,491 10 0	1,501 10 0	1,511 10 0	1,522 10 0	1,531 10 0	1,541 10 0	1,551 10 0
1876-77.	1,461 10 0	1,471 10 0	1,481 10 0	1,491 10 0	1,501 10 0	1,511 10 0	1,521 10 0	1,531 10 0	1,541 10 0	1,551 10 0	1,561 10 0
1877-78.	1,471 10 0	1,481 10 0	1,491 10 0	1,501 10 0	1,511 10 0	1,521 10 0	1,531 10 0	1,541 10 0	1,551 10 0	1,561 10 0	1,571 10 0
1878-79.	1,481 10 0	1,491 10 0	1,501 10 0	1,511 10 0	1,521 10 0	1,531 10 0	1,541 10 0	1,551 10 0	1,561 10 0	1,571 10 0	1,581 10 0
1879-80.	1,491 10 0	1,501 10 0	1,511 10 0	1,521 10 0	1,531 10 0	1,541 10 0	1,551 10 0	1,561 10 0	1,571 10 0	1,581 10 0	1,591 10 0
1880-81.	1,501 10 0	1,511 10 0	1,521 10 0	1,531 10 0	1,541 10 0	1,551 10 0	1,561 10 0	1,571 10 0	1,581 10 0	1,591 10 0	1,601 10 0
1881-82.	1,511 10 0	1,521 10 0	1,531 10 0	1,541 10 0	1,551 10 0	1,561 10 0	1,571 10 0	1,581 10 0	1,591 10 0	1,601 10 0	1,611 10 0
1882-83.	1,521 10 0	1,531 10 0	1,541 10 0	1,551 10 0	1,561 10 0	1,571 10 0	1,581 10 0	1,591 10 0	1,601 10 0	1,611 10 0	1,621 10 0
1883-84.	1,531 10 0	1,541 10 0	1,551 10 0	1,561 10 0	1,571 10 0	1,581 10 0	1,591 10 0	1,601 10 0	1,611 10 0	1,621 10 0	1,631 10 0
1884-85.	1,541 10 0	1,551 10 0	1,561 10 0	1,571 10 0	1,581 10 0	1,591 10 0	1,601 10 0	1,611 10 0	1,621 10 0	1,631 10 0	1,641 10 0
1885-86.	1,551 10 0	1,561 10 0	1,571 10 0	1,581 10 0	1,591 10 0	1,601 10 0	1,611 10 0	1,621 10 0	1,631 10 0	1,641 10 0	1,651 10 0
1886-87.	1,561 10 0	1,571 10 0	1,581 10 0	1,591 10 0	1,601 10 0	1,611 10 0	1,621 10 0	1,631 10 0	1,641 10 0	1,651 10 0	1,661 10 0
1887-88.	1,571 10 0	1,581 10 0	1,591 10 0	1,601 10 0	1,611 10 0	1,621 10 0	1,631 10 0	1,641 10 0	1,651 10 0	1,661 10 0	1,671 10 0
1888-89.	1,581 10 0	1,591 10 0	1,601 10 0	1,611 10 0	1,621 10 0	1,631 10 0	1,641 10 0	1,651 10 0	1,661 10 0	1,671 10 0	1,681 10 0
1889-90.	1,591 10 0	1,601 10 0	1,611 10 0	1,622 10 0	1,631 10 0	1,641 10 0	1,651 10 0	1,661 10 0	1,671 10 0	1,681 10 0	1,691 10 0
1890-91.	1,601 10 0	1,611 10 0	1,621 10 0	1,631 10 0	1,641 10 0	1,651 10 0	1,661 10 0	1,671 10 0	1,681 10 0	1,691 10 0	1,701 10 0
1891-92.	1,611 10 0	1,621 10 0	1,631 10 0	1,641 10 0	1,651 10 0	1,661 10 0	1,671 10 0	1,681 10 0	1,691 10 0	1,701 10 0	1,711 10 0
1892-93.	1,621 10 0	1,631 10 0	1,641 10 0	1,651 10 0	1,661 10 0	1,671 10 0	1,681 10 0	1,691 10 0	1,701 10 0	1,711 10 0	1,721 10 0
1893-94.	1,631 10 0	1,641 10 0	1,651 10 0	1,661 10 0	1,671 10 0	1,681 10 0	1,691 10 0	1,701 10 0	1,711 10 0	1,721 10 0	1,731 10 0
1894-95.	1,641 10 0	1,651 10 0	1,661 10 0	1,671 10 0	1,681 10 0	1,691 10 0	1,701 10 0	1,711 10 0	1,722 10 0	1,731 10 0	1,741 10 0
1895-96.	1,651 10 0	1,661 10 0	1,671 10 0	1,681 10 0	1,691 10 0	1,701 10 0	1,711 10 0	1,721 10 0	1,731 10 0	1,741 10 0	1,751 10 0
1896-97.	1,661 10 0	1,671 10 0	1,681 10 0	1,691 10 0	1,701 10 0	1,711 10 0	1,721 10 0	1,731 10 0	1,741 10 0	1,751 10 0	1,761 10 0
1897-98.	1,671 10 0	1,681 10 0	1,691 10 0	1,701 10 0	1,711 10 0	1,721 10 0	1,731 10 0	1,741 10 0	1,751 10 0	1,761 10 0	1,771 10 0
1898-99.	1,681 10 0	1,691 10 0	1,701 10 0	1,711 10 0	1,721 10 0	1,731 10 0	1,741 10 0	1,751 10 0	1,761 10 0	1,771 10 0	1,781 10 0
1899-00.	1,691 10 0	1,701 10 0	1,711 10 0	1,721 10 0	1,731 10 0	1,741 10 0	1,751 10 0	1,761 10 0	1,771 10 0	1,781 10 0	1,791 10 0
1900-01.	1,701 10 0	1,711 10 0	1,721 10 0	1,731 10 0	1,741 10 0	1,751 10 0	1,761 10 0	1,771 10 0	1,781 10 0	1,791 10 0	1,801 10 0
1901-02.	1,711 10 0	1,721 10 0	1,731 10 0	1,741 10 0	1,751 10 0	1,761 10 0	1,771 10 0	1,781 10 0	1,791 10 0	1,801 10 0	1,811 10 0
1902-03.	1,721 10 0	1,731 10 0	1,741 10 0	1,751 10 0	1,761 10 0	1,771 10 0	1,781 10 0	1,791 10 0	1,801 10 0	1,811 10 0	1,821 10 0
1903-04.	1,731 10 0	1,741 10 0	1,751 10 0	1,761 10 0	1,771 10 0	1,781 10 0	1,791 10 0	1,801 10 0	1,811 10 0	1,821 10 0	1,831 10 0
1904-05.	1,741 10 0	1,751 10 0	1,761 10 0	1,771 10 0	1,781 10 0	1,791 10 0	1,801 10 0	1,811 10 0	1,822 10 0	1,831 10 0	1,841 10 0
1905-06.	1,751 10 0	1,761 10 0	1,771 10 0	1,781 10 0	1,791 10 0	1,801 10 0	1,811 10 0	1,821 10 0	1,831 10 0	1,841 10 0	1,851 10 0
1906-07.	1,761 10 0	1,771 10 0	1,781 10 0	1,791 10 0	1,801 10 0	1,811 10 0	1,821 10 0	1,831 10 0	1,841 10 0	1,851 10 0	1,861 10 0
1907-08.	1,771 10 0	1,781 10 0	1,791 10 0	1,801 10 0	1,811 10 0	1,821 10 0	1,831 10 0	1,841 10 0	1,851 10 0	1,861 10 0	1,871 10 0
1908-09.	1,781 10 0	1,791 10 0	1,801 10 0	1,811 10 0	1,821 10 0	1,831 10 0	1,841 10 0	1,851 10 0	1,861 10 0	1,871 10 0	1,881 10 0
1909-10.	1,791 10 0	1,801 10 0	1,811 10 0	1,821 10 0	1,831 10 0	1,841 10 0	1,851 10 0	1,861 10 0	1,871 10 0	1,881 10 0	1,891 10 0
1910-11.	1,801 10 0	1,811 10 0	1,821 10 0	1,831 10 0	1,841 10 0	1,851 10 0	1,861 10 0	1,871 10 0	1,881 10 0	1,891 10 0	1,901 10 0
1911-12.	1,811 10 0	1,821 10 0	1,831 10 0	1,841 10 0	1,851 10 0	1,861 10 0	1,871 10 0	1,881 10 0	1,891 10 0	1,901 10 0	1,911 10 0
1912-13.	1,821 10 0	1,831 10 0	1,841 10 0	1,851 10 0	1,861 10 0	1,871 10 0	1,881 10 0	1,891 10 0	1,901 10 0	1,911 10 0	

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

showing the value (in Tens of Rupees) of total Imports and Exports of  
GOVERNMENT STORES AND TREASURE from and to Foreign Countries in the Presidency  
of Bengal, and its Chief Port, Calcutta, during five years from 1893-99 to 1902-03.

STAPLES.		4th QUARTER.							
		TO LONDON.						TO LIVERPOOL.	
		STEAMERS.		SAILING VESSELS.					
		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
Rice and Wheat	per ton	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Linsced	"	0 17 6	0 15 6	1 2 0	1 0 0	0 17 6	0 15 6	1 2 0	1 0 0
Rapeseed	"	1 2 0	0 17 6	"	"	1 2 0	0 17 6	"	"
Tilad and Poppy seed	"	1 15 0	1 12 6	"	"	1 15 0	1 12 6	"	"
Cotton	"	1 0 0	0 17 6	"	"	1 0 0	0 17 6	"	"
Tin	"	1 0 0	0 17 6	"	"	1 0 0	0 17 6	"	"
Railpetre	"	1 13 0	1 13 0	"	"	1 13 0	1 13 0	"	"
Hides	"	0 10 0	0 12 6	"	"	0 10 0	0 12 6	"	"
Silk	"	3 0 0	3 0 0	Nil.	Nil.	3 0 0	3 0 0	"	"
Lard and Shellac	"	1 8 0	1 8 0	"	"	1 8 0	1 8 0	"	"
Indigo	"	3 0 0	3 0 0	"	"	3 0 0	3 0 0	"	"
Tobacco	"	3 0 0	3 0 0	"	"	3 0 0	3 0 0	"	"
Tea	"	2 10 0	0 17 6	"	"	2 10 0	0 17 6	"	"
Ginger	"	1 0 0	0 17 6	"	"	1 0 0	0 17 6	"	"
Castor oil	"	1 2 0	1 7 6	"	"	1 2 0	1 7 6	"	"
Gum	"	1 0 0	0 17 6	"	"	1 0 0	0 17 6	"	"
Tannin	"	1 2 0	1 8 6	"	"	1 2 0	1 8 6	"	"
Safflower	"	1 2 0	1 0 0	"	"	1 2 0	1 0 0	"	"
	"	1 2 0	1 0 0	"	"	1 2 0	1 0 0	"	"

Dundee—(Canal). Jute, £1-0-0 @ £0-18-9; Australia—Gunnies, £1-10-0; Mauritius—Rs. 1-0 per bag; Mt. goods, Rs. 16-8-0; Hamburg—Dead weight, £0-18-9 @ £0-17-6; +10%; New York—Salt, £1-1-3 @ £1-0-0; Cape Ports—Gunnies, £3-0-0 + 10%; Bencoolen—Sulphur, £1-1-3 @ £1-0-0; Saitpetro, \$4; Jute and Lincod \$4½; Gunnies \$5; Shellac \$5½.

[illegible]

## SHIPPING TRADE OF BENGAL.

Table showing number and tonnage of Vessels, including Native Craft, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the Port of Calcutta during five years, from 1898-99 to 1902-1903.

## STEAMERS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1898-99 ...	269	612,772	164	351,254	433	963,976	453	1,035,957	3	4,242	657	1,040,200
1899-00 ...	271	645,604	155	345,313	424	990,917	450	1,057,833	4	8,821	654	1,066,654
1900-01 ...	272	659,009	214	494,156	486	1,153,165	516	1,230,852	12	25,556	528	1,256,408
1901-02 ...	329	852,680	186	430,607	515	1,283,287	551	1,387,430	6	9,948	557	1,397,378
1902-03 ...	328	884,316	223	559,553	551	1,443,869	519	1,356,852	15	35,471	534	1,392,323

## SAILING VESSELS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1898-99 ...	96	154,397	36	40,547	132	194,944	139	204,846	...	...	139	204,846
1899-00 ...	71	115,513	20	23,483	91	138,996	102	149,536	6	12,826	108	162,362
1900-01 ...	42	50,691	12	10,114	54	60,805	48	57,744	3	5,774	51	63,518
1901-02 ...	25	30,779	14	7,874	40	38,704	37	40,856	...	...	37	40,856
1902-03 ...	26	30,779	10	11,209	36	41,988	37	34,763	3	4,121	40	38,884

## SHIPPING TRADE OF CALCUTTA.

Table showing number and tonnage of Vessels, including Native Craft, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the Port of Calcutta during five years, from 1898-99 to 1902-1903.

## STEAMERS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1898-99 ...	267	608,821	163	350,500	430	959,321	418	963,330	3	4,242	421	967,572
1899-00 ...	271	645,604	149	338,653	420	984,257	426	1,011,016	3	6,743	429	1,017,759
1900-01 ...	272	659,009	206	475,086	478	1,134,095	482	1,168,871	12	25,556	494	1,194,427
1901-02 ...	324	841,457	173	403,530	497	1,244,987	500	1,286,175	6	9,948	506	1,296,123
1902-03 ...	324	876,001	213	534,848	537	1,410,849	474	1,267,355	15	35,471	489	1,302,826

## SAILING VESSELS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1898-99 ...	87	144,027	22	26,672	109	170,699	112	173,739	...	...	112	173,739
1899-00 ...	66	109,110	9	12,827	75	121,937	84	128,992	4	10,001	88	138,993
1900-01 ...	38	45,645	6	7,519	44	53,164	41	48,826	1	2,676	42	51,502
1901-02 ...	26	29,789	6	6,096	32	35,885	30	34,868	...	...	30	34,868
1902-03 ...	25	30,288	10	11,209	35	41,497	32	34,619	2	3,196	34	37,815

**AVERAGE PRICES OF STAPLE TRADE COMMODITIES.**  
*Comparative Statement of average prices in Calcutta and London of Staple Trade Commodities  
for 29 years, from 1888 to 1902.*

Year.	RICE.		WHEAT.		LENSEED.		RAPESEED.		COTTON.		SUGAR.		JUTE.		INDIGO.		TEA.	
	Per cwt. Rs.	Per cwt. s. d.	Per bushel Rs.	Per quarter Rs.	Per bushel Rs.	Per quarter Rs.	Per bushel Rs.	Per quarter Rs.	Per lb. Rs.	Per lb. d.	Per cwt. Rs.	Per cwt. s. d.	Per ton. Rs.	Per ton. s. d.	Per lb. Rs.	Per lb. s. d.	Per lb. Rs.	Per lb. s. d.
1882	3-6-6	0-11	2-12-6	2-1-7	2-14-0	2-1-0	4-11-0	5-12-0	171-7-3	31	16-4-	1-0-9	22-1-9	13-17-4	39-6-0	3-41	1-1-8	1-41
1884	3-7-0	10-5	2-7-2	1-15-4	4-4-5	2-0-1	4-8-5	5-8-1	188-8-9	6	16-11-0	1-0-6	21-7-3	14-11-0	39-5-3	6-11	0-15-0	1-4
1885	3-4-0	10-12	2-6-0	1-12-0	4-4-6	2-0-102	3-0-4	11-6-0	191-11-5	52	13-6-0	1-0-6	20-8-8	11-10-4	38-7-0	5-4	1-0-7	1-41
1886	3-7-1	9-10	2-9-1	1-11-0	4-5-6	2-1-0	3-8-11	1-12-2	177-4-0	31	18-12-7	..	24-1-11	13-10-0	22-1-0	5-2	0-11-11	1-4
1887	3-8-12	5-11	2-12-8	1-12-6	4-4-3	1-18-11	3-3-11	1-12-3	181-1-0	31	18-11-4	..	26-1-1	12-12-0	20-9-13	4-10	0-12-10	1-41
1888	3-13-2	8-51	2-12-10	1-11-11	4-5-10	1-12-1	3-12-11	1-3-4	184-4-0	31	16-10-9	..	20-1-0	13-11-1	23-12-0	4-31	0-13-0	1-41
1889	3-14-1	10-21	2-14-3	1-9-9	4-1-3	2-2-1	..	2-4-3	207-10-9	31	16-10-9	..	21-1-11	13-0-5	22-8-4	4-7	0-11-10	1-21
1890	3-8-8	11-8	2-12-5	1-11-11	4-10-2	2-0-9	4-7-7	2-8-8	184-4-0	6	18-8-7	..	23-0-1	13-0-5	21-6-0	4-91	0-10-10	1-21
1891	4-4-7	11-8	3-3-11	1-17-0	4-10-4	2-4	4-10-4	2-5-10	167-13-0	41	16-14-10	..	20-2-5	12-14-0	21-6-0	4-71	0-11-10	1-21
1892	4-11-7	11-21	3-5-5	1-10-21	5-4-9	1-19-41	3-12-4	1-17-11	171-9-10	41	16-14-10	..	20-2-5	12-14-0	21-6-0	4-71	0-11-10	1-21
1893	3-11-7	10-1	3-0-7	1-4-11	5-7-9	2-11-11	4-11-1	1-16-4	98-6-11	42	16-14-10	..	20-2-5	12-14-0	21-6-0	4-71	0-11-10	1-21
1894	3-7-5	11-0	2-10-2	2-3-10	5-10-11	1-18-21	..	1-10-41	178-8-6	31	16-14-10	..	20-2-5	12-14-0	21-6-0	4-71	0-11-10	1-21
1895	3-8-10	10-0	2-11-10	1-2-1	5-8-8	1-15-9	..	1-10-2	182-9-11	31	16-14-10	..	20-2-5	12-14-0	21-6-0	4-71	0-11-10	1-21
1896	4-3-0	..	3-1-9	1-6-8	4-8-8	1-13-0	4-5-3	1-13-3	180-7-9	31	16-14-10	..	20-2-5	12-14-0	21-6-0	4-71	0-11-10	1-21
1897	4-5-3	6-0	4-2-7	1-10-2	4-6-11	1-13-10	5-4-4	1-17-5	171-3-1	31	16-14-10	..	20-2-5	12-14-0	21-6-0	4-71	0-11-10	1-21
1898	3-8-11	7-21	2-11-1	1-11-11	4-8-8	1-13-11	4-0-1	1-14-7-5	141-8-8	31	16-14-10	..	20-2-5	12-14-0	21-6-0	4-71	0-11-10	1-21
1899	3-11-7	7-78	2-10-1	1-7-8-8	4-10-0	1-13-11	4-0-1	1-14-7-5	141-8-8	31	16-14-10	..	20-2-5	12-14-0	21-6-0	4-71	0-11-10	1-21

**AVERAGE MONTHLY WAGES OF ABLE-BODIED AGRICULTURAL LABOURERS.**  
*(Second-half of each year.)*

PLACES.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
*Calcutta	15 to 20	15	15	15	15	15	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16
Bombay ...	10-15-6	10-15-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0
Patna ...	4-8 to 5	4 to 5	4 to 5	4 to 5	4 to 5	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0
Cawnpore	4-0-0	4-0-0	4-0-0	4-0-0	4-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0
Akola ...	6-0-0	6-0-0	8-0-0	6-14-0	7-8-0	6-14-0	7-12-0	7-8-0	7-8-0	5-10-0	7-8-0	7-1-0	7-5	...	...	...
Bangalore	4 to 8	4 to 8	4 to 8	5 to 10	5-0-0 to 10-0-0	5-0-0 to 10-0-0	5-0-0 to 10-0-0	5-0-0 to 10-0-0	5-0-0 to 10-0-0	5-0-0 to 10-0-0	5-0-0 to 10-0-0	5-0-0 to 10-0-0	5-0-0 to 10-0-0	5-0-0 to 10-0-0	5-0-0 to 10-0-0	5-0-0 to 10-0-0
Raipore ...	3-12-0	5-0-0	4-0-0	4-0-0	4-0-0	4-0-0 to 5-0-0	5-10-0 to 6-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0	4-0-0 to 5-0-0
Salem ...	2-3-0	4-0-0	3-10-8	3-10-8	3-5-4	3-11-0	3-12-0	3-12-0	3-13-4	3-13-4	3-13-4	4-3-0	3-31	3-44	3-5	3-44

\* Common Mason, Carpenter or Blacksmith.

IMPORTS INTO BENGAL,  
FOREIGN TRADE

Statement showing the quantity and value of Foreign Goods (excluding Govt. Stores) imported from Foreign Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.

Articles		Quantity.			Value in Rupees.	
		1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.
I.—Animals, living:—						
Horses	.. No.	4,615	4,545	4,204	20,71,975	21,50,000
Cattle	..	15,500	14,181	13,000	11,11,000	10,35,000
II.—Animals, dead:—						
Horses	.. No.	235	97	353	11,100	5,900
Fruits and Vegetables:—						
Onions	..	8,795,913	4,646,428	5,057,477	2,45,71,000	1,20,11,000
Garlics	..	2,525,000	969,200	2,487,000	1,88,887	1,62,650
Potatoes	..	..	..	..	..	..
Garls and Pulses:—	..	..	..	..	45	1,400
Barley	..	..	..	..	..	..
Gram	..	..	..	..	..	..
Wheat	..	..	..	..	..	..
Wheat four	..	159,132	20	..	9,88,000	1,61,000
Rice in the hank	..	847	216,400	149,850	23,313	15,565
Rice in the hank	..	..	..	..	..	..
Other sorts	..	1,825	..	258	1,770	250
Honey	..	11,771	..	..	1,000	480
Liquors:—	..	8,831	1,009	..	64,110	8,460
Wine, Port and other ..	..	789,140	784,754	818,542	12,94,480	12,79,000
Other sorts of other ..	..	..	..	..	..	..
Spirits:—	..	..	..	..	..	..
Brandy	..	6,200	2,119	2,730	1,000	7,747
Liqueurs	..	6,200	20,078	55,188	4,74,985	4,49,485
Gins	..	9,425	..	..	45,700	50,000
Rum	..	5,900	5,749	6,548	2,42,000	2,60,000
Whisky	..	8,250	8,000	8,760	1,41,000	1,41,000
Spirits used in drugs	..	..	109,230	222,840	12,68,488	12,69,900
.. perfumed	..	..	29,000	30,760	1,69,000	1,69,000
.. medicated	..	49,027	4,241	4,008	1,65,071	1,71,000
.. other	..	86,200	47,020	46,214	2,00,000	2,00,000
Champan	..	..	47,020	..	4,00,841	65,000
Port	..	11,500	12,077	14,840	2,42,000	3,88,000
Champagne	..	17,000	30,000	32,000	90,000	90,000
Other sorts	..	7,225	6,254	5,007	2,42,001	2,67,642
Wines	..	4,000	4,000	4,000	2,42,000	2,42,000
Rice and Hams	..	400,000	350,000	..	2,40,000	2,40,000
Butter	..	77,000	51,100	..	1,70,000	1,67,311
Cheese	..	77,000	51,100	..	1,70,000	1,67,311
Fruits and Vegetables, dried:	..	214,000	200,000	371,350	1,70,000	1,70,000
Other sorts:	..	..	..	..	..	..
Dried ..	..	65,000	45,525	19,471	2,27,652	2,09,474
Lark	..	..	..	..	2,27,652	17,400
Lark (continued)	..	..	4,371	..	2,27,652	17,400
Zinc and lead (continued)	..	4,410	6,200	5,864	6,013	5,472
Zinc and lead	..	..	..	..	..	..
Kiln, condensed or ..	..	..	17,100	..	572	1,411
Other sorts of provision:	..	..	..	..	..	..
Fish	..	158,467	..	871,184	..	..
Shrimps	..	21,250	47,800	114,683	57,73,374	20,78,251
Crabs	..	..	..	..	40,40,424	..
Calappa	..	54,200,292	54,848,000	55,027,241	54,56,230	20,68,720
Gillies	..	..	..	..	..	..
Chilli	..	4,110	400	19,900	50,744	2,124
Peas	..	..	..	..	..	..
Pulses	..	..	..	..	..	..
Jute	..	214,000	200,000	372,900	11,771	67,000
Other sorts	..	1,000,000	980,000	1,000,000	8,000	8,000
Other sorts 1	..	1,000,000	980,000	1,000,000	8,000	8,000

'IMPORTS INTO BENGAL  
FOREIGN TRADE

Statement showing the quantity and value of Foreign Goods (exclusive of Govt. Stores) imported from Foreign Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.

[illegible]

\* Figures prior to 1990-1991 are included with "Metals, Unenumerated."

### IMPORTS INTO BENGAL.

## FOREIGN TRADE

Statement showing the quantity and value of Foreign Goods (excluding Govt. Stores) imported from Foreign Countries in each official 1900-1901, 1901-1902 and 1902-1903.

[illegible]

### IMPORTS INTO BENGAL.

## FOREIGN TRADE

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[illegible]

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Statement showing the quantity and value of Foreign Goods (excluding Govt. Stores) imported from Foreign Countries in each office 1900-1901, 1901-1902 and 1902-1903.

[illegible]

## IMPORTS INTO BENGAL.

### FOREIGN TRADE.

statement showing the quantity and value of Foreign Goods (exclusive of Govt. Stores) imported from Foreign Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.

		FURNITURE, MISCELLANEOUS.					
ARTICLES.		Quantity.		Value in Rupees.			
		1901-1902.	1902-1903.	1903-1904.	1903-1904.	1902-1903.	
Ag, dried, No. 20 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 21 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 22 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 23 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 24 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 25 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 26 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 27 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 28 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 29 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 30 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 31 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 32 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 33 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 34 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 35 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 36 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 37 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 38 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 39 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 40 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 41 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 42 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 43 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 44 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 45 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 46 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 47 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 48 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 49 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 50 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 51 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 52 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 53 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 54 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 55 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 56 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 57 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 58 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 59 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 60 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 61 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 62 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 63 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 64 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 65 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 66 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 67 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 68 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 69 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 70 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 71 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 72 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 73 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 74 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 75 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 76 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 77 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 78 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 79 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 80 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 81 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 82 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 83 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 84 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 85 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 86 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 87 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 88 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 89 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 90 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 91 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 92 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 93 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 94 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 95 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 96 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 97 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 98 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 99 and less number.	No.	...	...	...	...	...	...
Ag, dried, No. 100 and less number.	No.	...	...	...	...	...	...

IMPORTS INTO BENGAL.  
FOREIGN TRADE.

FOREIGN TRADE. Statement showing the quantity and value of Foreign Goods (exclusive of Govt. Stores) imported from Foreign Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.

[illegible]

IMPORTS INTO BENGAL  
FOREIGN TRADE

present showing the quantity and value of Foreign Goods (exclusive of Govt. Stores) imported from Foreign Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.

[illegible]

IMPORTS INTO BENGAL—(Contd.)

## FOREIGN TRADE

Statement showing the quantity and value of Foreign Goods (exclusive of Stores) imported from Foreign Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.

FOREIGN MERCHANDISE.					
ARTICLES.	Quantity.			Value in Rupees.	
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.
Paper and Pasteboard—					
Printing—					
Writing-paper and en-	59,839	97,792	48,707	9,93,011	6,54,038
velopers—	...	...	...	...	...
Other tie & paper	10,676	13,047	11,391	2,87,338	2,54,326
Paper, millboard, and	...	...	...	100,643	94,309
cardboard of all kinds	...	...	...	...	...
Permanency	6,884	11,268	14,569	41,880	76,398
Printing and Lithographic	...	...	...	21,277	20,935
materials—					
Parts of—					
Lithographic	...	...	...	2,91,606	2,91,606
Printing—	50,681	...	78,793	1,99,801	1,99,801
Other printing	...	...	...	...	...
Sticks and Vandy (binding)	...	...	...	9,05,835	9,05,835
of India—					
Tea, Chests, etc. or in sections,	...	...	...	50,702	30,463
of India—					
Metals	227,220	101,778	144,713	13,66,633	23,281
do. of wood	776,430	666,613	694,615	9,00,538	7,44,321
Telegraphs, Materials for	...	...	...	...	...
Telegraphs, Materials for	...	...	...	...	...
Unsubscribed for postage	...	...	...	...	...
Unsubscribed for postage	...	...	...	...	...
Wood—(see also page 148)	467,712	239,027	300,385	5,45,411	2,94,845
All other articles of Mecha-	...	...	...	28,146	28,146
nismaterials	...	...	...	...	...
Total value of articles manu-	...	...	...	2,20,450	1,93,157
factured and partly	...	...	...	...	...
manufactured	...	...	...	16,69,611	16,69,440
Grand total value	...	...	...	31,86,941	29,91,040

### EXPORTS FROM BENGAL.

## FOREIGN TRADE

showing the quantity and value of Country Goods exported to Foreign Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.

ARTICLES.		INDIAN PRODUCE AND MANUFACTURES.					
		Quantity.			Value in Rupees.		
		900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
Wheat, living .....	No.	35	36	36	12,600	38,200	1,300
Wheat, dead .....	No.	30,819	30,268	29,106	28,674	2,00,219	2,32,125
Articles of food .....		...	...	...	...	...	...
Articles of vegetables .....	cwt.	265	106	...	9,216	5,512	2,785
Articles of fruits .....		...	...	...	...	...	...
Peasants .....	No.	98,300	210,000	258,200	371	7,670	8,616
Peasants, Kernel cut .....		...	...	...	12	...	...
Other sorts .....		...	...	...	208	828	191
Other sorts, fresh .....		...	...	...	13,836	12,051	23,847
Articles of oil .....		...	...	...	...	...	...
Articles of oil, pressed .....		...	...	...	...	...	...
Butter .....	cwt.	577	476	812	2,284	2,259	5,678
Butter in the tank .....		186,128	128,825	185,249	70,134	5,89,486	17,69,878
Butter in the tank, fresh .....		46,029	29	25,474	1,85,300	114	6,58,785
Butter in the tank, old .....		...	...	...	...	...	...
Butter in the tank, fresh .....		3,106,588	6,276,964	6,023,454	4,73,712	3,05,410	5,85,382
Butter in the tank, old .....		...	...	...	7,794	12,000	10,777
Butter in the tank, fresh .....		24,015	65,236	1,039,758	21,197	20,503	4,48,538
Butter in the tank, old .....		2,355,077	3,000,927	7,712,168	21,197	20,503	4,48,538
Wheat .....	cwt.	335,500	604,053	1,443,897	10,68,050	29,78,295	29,78,295
Wheat, fresh .....		66,575	102,168	200,000	2,95,000	2,95,000	2,95,000
Wheat, old .....		1,235	802	85	5,852	1,046	24
Wheat, fresh .....		161	161	720,473	458	84,402	18,41,888
Wheat, old .....		...	...	...	...	...	...
Wheat and beans .....	lbs.	33	...	...	38	...	...
Wheat and beans, fresh .....		2,956	884	701	473	1,953	1,438
Wheat and beans, old .....		4,246	6,271	2,863	780	2,632	1,438
Wheat and beans, fresh .....		20,042	14,914	18,295	31,057	22,640	31
Wheat and beans, old .....		...	5,424	...	...	169	...
Wheat and beans, fresh .....		81,709	14,425	2,389	14,457	1,860	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...	...	...	...	...	...
Wheat and beans, old .....		...	...	...	...	...	...
Wheat and beans, fresh .....		...					



EXPORTS FROM BENGAL.  
FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Countries in each official year, 1900-1901, 1901-1902 and 1902-1903

INDIAN PRODUCE AND MANUFACTURES.						
ARTICLES.	Quantity.			Value in Rupees.		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
Sugar—						
Sugar, refined or crystallized sugar—						
candy and confectionery .. cwt.	140	227	791	8,041	4,538	229
Sugar, unrefined .. cwt.	14	98	116	106	229	229
Other Articles .. cwt.	182,216,752	171,937,816	170,432,292	3,074,700	7,846,783	853
III.—Manufactures of—						
A.—Hardware and Cutlery (including plated-ware) .. cwt.	6,614	374	3,01,109	29,210	21,408	21,408
B.—Agricultural Implements .. cwt.	...	...	...	...	...	...
C.—Other sorts .. cwt.	...	...	...	10	962	962
D.—Metals .. cwt.	...	...	...	59,782	78,024	78,024
E.—Brass .. cwt.	...	...	...	...	...	...
F.—Wrought Iron .. cwt.	1,026	814	541	50,818	51,438	51,438
G.—Steel .. cwt.	...	10	1,272	...	200	200
H.—Old r.-manufacture .. cwt.	6,614	...	...	...	...	...
I.—Wrought Iron .. cwt.	...	374	...	...	...	...
J.—Sheets and other manufactures .. cwt.	3,152	531	1,300	1,454,456	34,064	34,064
K.—Old r.-manufacture .. cwt.	42,699	6,002	3,867	44,029	443	443
L.—Cast (pig) .. cwt.	18,770	18,985	20,637	44,029	6,000	6,000
M.—Wrought—	...	...	...	1,0170	58,467	58,467
Angle, ball and rod .. cwt.	40	2	1	220	10	10
Anchors, cables and kedge-iron .. cwt.	23	29	81	172	292	292
Beams, pillars, girders and all kedge-iron .. cwt.	33	16	3	246	108	108
Hoop .. cwt.	186	...	...	500	...	...
Nails, screws and rivets .. cwt.	...	...	...	...	...	...
Wire .. cwt.	222	438	321	4,675	11,083	11,083
Pipes and tubes .. cwt.	18	1	16	122	6	6
Rice bowls .. cwt.	...	...	...	...	...	...
Shoes and lined shoes (including rubbers and plated) .. cwt.	26	120	14	320	2,376	2,376
Other manufactures of cotton, of steel-iron, or of iron mixed with steel .. cwt.	10	...	...	...	...	...
Of iron .. cwt.	...	...	...	68	...	...

EXPORTS FROM BENGAL.  
FOREIGN TRADE.

showing the quantity and value of Country Goods exported to Foreign Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.

[illegible]

### EXPORTS FROM BENGAL

## FOREIGN TRADE

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.

[illegible]

### EXPORTS FROM BENGAL.

## N TRADE

*Statement showing the quantity and value of Country-Goods exported to Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.*

INDIAN PRODUCE AND MANUFACTURES.						
ARTICLES.	Quantity.			Value in Rupees.		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
VII.—Articles manufactured and partly manufactured—						
A.—Yarns and Textile Fabrics—						
Cotton—						
Twist and yarn ... lbs.	3,475,646	22,079,120	15,520,136	18,09,927	71,30,435	
Manufactures—						
Piece-goods—						
Grey (unbleached) yds.	11,120	62,276	11,008	1,660	13,448	
White (bleached) "	203,361	119,928	75,172	1,41,148	91,771	
Coloured, printed or dyed "	97,576	80,738	28,827	23,592	22,659	
Handkerchiefs and shawls in the piece "						
No. Hosiery, pure & mixed other sorts ... lbs.	5,287	5,894	3,640	14,188	25,520	
	824,915	1,810,122	2,159,950	68,832	751,880	1,21,861
Jute—						
Manufactures—						
Gunny bags ... No.	200,095,956	328,844,768	223,705,108	1,30,87,864	4,97,41,184	
Carpets ... "	864,926,641	418,120,161	492,738,105	31,46,044	30,95,944	47
Ropes and twine ... "						
Twist and yarn ... lbs.	2,223,560	30,541	12,494	4,22,839	8,13,237	
Other sorts ... yds.		5,221,317	1,759,768	2,80,634	1,17,471	
Other kinds ... cwt.	1,230	1,049	477	7,100	10,147	
Silk—						
Manufactures—						
Piece-goods ... yds.	190,106			8,26,649	6,98,353	
Goods of silk mix- ed with other materials "		666,561	638,474			
Other sorts ... lbs.	62,380	45,227	79,523	78,803	56,680	
	35	70	18		610	
Wool—						
Manufactures—						
Piece-goods ... yds.	5,802	4,432	33,406	16,400	17,415	
Carpets and rugs ... lbs.	1,494	2,147	1,837		20,660	
Clothing ... "	851,229	752,612	851,601	12,85,063	10,61,933	
Tent and other textile fabrics ... "	31,611	20,223	12,650	25,858	15,727	
B.—Apparel (including partly, half-made, millinery and millinery accessories and accessories, but excluding hosiery). Boots and shoes, ... prs.						
	27,121	80,760		4,47,366	462,514	

### EXPORTS FROM BENGAL.

## FOREIGN

showing the quantity and value of Country Goods exported to Foreign Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.

[illegible]

EXPORTS FROM BENGAL—(Concl'd).

## FOREIGN TRADE

*Statement showing the quantity and value of Country Goods exported to Countries in each official year, 1900-1901, 1901-1902 and 1902-1903.*

ARTICLES.	INDIAN PRODUCE AND MANUFACTURES.					
	Quantity.			Value in Rupees.		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
Wool—						
Manufactures of ...	...	...	...	3,00,831	2,46,172	...
Articles not specified	...	...	...	1,47,140	1,16,717	...
exported by post	...	...	...	...	...	...
All other Articles of	...	...	...	...	...	...
Merchandise—	...	...	...	...	...	...
Manufactured	...	...	...	3,25,706	1,93,675	...
Total value of articles	...	...	...	...	...	...
manufactured and partly manufac-	...	...	...	...	...	...
tured	...	...	...	9,61,41,618	10,92,21,046	...
Grand total value of	...	...	...	...	...	...
Exports	...	...	...	5,02,09,789	55,20,20,209	...

### COASTING TRADE.

IMPORTS.

showing the quantity and value of Foreign Goods imported coastwise  
from Indian Ports into the Bengal Presidency in each official year,  
1900-1901, 1901-1902 and 1902-1903.

[illegible]

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Foreign Goods imported  
wise from Indian Ports into the Bengal Presidency in each official  
year, 1900-1901, 1901-1902 and 1902-1903.

ARTICLES.	FOREIGN MERCHANDISE.				
	Quantity.			Value in Rupees.	
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.
<b>Metals—</b>					
Brass—					
Unwrought ... cwt.	269	484	753	9,581	17,630
Wrought ... "	9,447	2,508	3,002	3,23,240	81,000
Copper—					
Old, for re-manufacture ... "	2,532	322	126	93,586	13,107
Unwrought ... "	88	192	1,353	4,030	7,730
Wrought ... "	537	733	4,269	28,632	39,460
Iron—					
Old, for remanufacture ... "	26,012	5,430	7,273	1,08,845	19,306
Cast (pig) ... "	3	...	...	300	...
Wrought—					
Anchors, cables and knowledge ... "	107	107	53	1,341	2,216
Angle, bolt and rod ... "	399	496	248	2,747	3,726
Bar ... "	993	102	688	7,337	97
Hoop ... "	253	80	225	1,026	218
Nails, screws, rivets and washers ... "	221	129	197	3,572	2,817
Sheets and plates ... "	1,940	1,155	6,236	10,581	12,146
Wire ... "	69	51	193	2,327	77
Other manufactures of wrought or cast iron or of iron mixed with steel ... "	1,055	732	2,154	8,482	5,770
Lead ... "	4,767	3,872	4,321	47,358	42,959
Quicklime ... "	11,313	1,837	5,065	22,620	9,600
Steel ... "	4,032	224	283	29,929	29,023
Tin ... "	670	1,208	3,063	44,027	7,087
Zinc or spelter ... "	3,677	3,361	4,908	41,241	4,403
Metals unenumerated ... "	15,636	1,467	395	8,25,719	5,441
<b>Other—</b>					
Mineral—					
Kerosene ... gals.	304,421	70,532	175,360	1,39,401	29,627
Other sorts of oils ... "	47,419	7,654	1,225	30,549	755
Paints and Colours, includ- ing painter's materials ... "	162	4,212	2,534	614	4,403
Provisions—					
Fruits and vegetables, dried, salted or preserved ... "	...	...	...	16,127	8,441
Dates ... cwt.	14,809	20,412	21,596	1,35,547	1,03,045
Other sorts ... "	9,867	9,843	5,054	1,10,963	1,29,376

## COASTING TRADE—(Concd.)

## IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise  
from Indian Ports into the Bengal Presidency in each official year, 1900-1901,  
1901-1902 and 1902-1903.

ARTICLES.	FOREIGN MERCHANDISE.				
	Quantity.			Value in Rupees.	
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.
<b>Provisions—</b>					
Meat and bone ... lbs.	...	...	...	...	...
Fish ... "	25	48	...	12	60
Eggs ... "	100	...	...	73	...
Fruits ... cwt.	745	424	990	34,266	24,837
Plant and rolling ... "	...	...	...	47,808	5,415
Oil ... mds.	136,511	152,581	106,084	3,33,924	4,96,376
<b>Metals—</b>					
Brass ... lbs.	7,302	93,587	22,400	336	4,494
Copper ... "	3,560	425	1,120	4,737	330
Iron ... "	920,196	1,277,127	1,640,804	2,80,149	3,71,226
Steel ... "	250	672	560	108	640
Tin ... "	1,830	...	184	500	70
Zinc or crys- tal ... cwt.	4,056	1,259	11,103	45,654	12,987
Wire ... "	...	20	...	80	1,05,965
Unenumerated for games ... "	...	...	...	15,039	15,604
<b>Other—</b>					
Mineral—					
Kerosene ... yds.	17,264	20,458	27,354	14,558	16,197
Other sorts ... No.	1,098	659	...	2,873	2,198
Paints and Colours ... lbs.	1,383	5,941	2,116	1,438	4,111
Provisions—					
Meat and bone ... "	...	...	...	2,40,833	2,35,903
Fish ... "	...	...	...	21,903	21,403
<b>TOTAL</b>	...	...	...	71,25,036	53,02,812

# COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported from Indian Ports into the Bengal Presidency in each official year, 1900-1901, 1901-1902 and 1902-1903.

ARTICLES.	INDIAN PRODUCE AND MANUFACTURES.				
	Quantity.			Value in Rupees.	
	1900-1901	1901-1902	1902-1903	1900-1901.	1901-1902.
Apparel (including haberdashery, millinery, &c., but excluding hosiery) ...	4,726	1,780	2,898	71,305	83,203
Boots and shoes ...	...	...	...	...	...
Building and Engineering Materials—	...	...	...	...	...
Bricks and Tiles ... No.	...	...	1,040	...	...
Chalk and Lime ... cwt.	...	...	8,170	...	...
Other sorts ...	...	...	...	...	...
Chemicals—	...	...	...	...	...
Kharai Salt ... cwt.	40	2,452	3,464	479	4,437
Sulphuric Acid ... "	3,603	92	249	8,031	890
Other sorts ... "	159	30	...	1,002	266
Coffee ... cwt.	1,508	702	828	62,079	104,423
Coff—	...	...	...	54,320	29,772
Unmanufactured ...	16,619	6,130	20,256	1,47,669	49,337
Manufactures of (excluding ropes) ...	108,407	82,260	75,836	11,03,514	8,21,236
Cordage and Ropes of Vegetable Fibre (excluding Jute) ...	4,434	3,683	2,840	49,219	39,868
Cotton—	44,307	32,518	91,461	11,68,002	7,98,278
Raw ...	18,110,019	17,188,168	16,297,761	68,85,750	64,62,336
Twist and yarn ... lbs.	...	...	...	...	...
Manufactures—	27,803,001	26,001,811	37,19,311	34,10,846	48,10,846
Piece-goods—	45,021	2,030,903	...	12,822	6,00,011
Grey (unbleached) ... yds.	744,224	495,805	235,711	1,72,396	1,20,545
White (bleached) ...	...	...	...	...	...
Coloured, printed or dyed ...	67,680	2,400	30,108	5,000	1,38,076
Blanket cloths and Shavels in the piece No.	...	...	...	...	...
Other sorts of manufactures (excluding chemicals) ...	...	...	...	...	...
Drugs and Medicines (excluding chemicals) ...	...	...	...	...	...
Tobacco—	...	...	...	1,07,494	1,14,237
Unmanufactured ... lbs.	3,008,663	1,748,808	1,463,083	5,90,504	2,41,108
Manufactured ...	...	...	...	...	...
Cigars ...	201,138	208,754	190,600	2,85,850	2,61,323
Other sorts ...	82,538	68,753	77,008	12,955	15,805
Dyeing and Tanning Materials—	...	...	...	...	...
Catch ... cwt.	15,755	3,814	13,507	3,61,770	2,51,167
Gambier ...	312	...	...	8,548	757
Indigo ...	14	41	9	3,255	6,375
Myrobollams ...	...	...	...	1,000	8,967
Tarmeric ...	74,602	77,724	100,048	10,60,870	11,07,970
Other sorts (including h-dye) ...	2,050	2,356	2,587	14,076	20,222
Earthenware and Porcelain (excluding earthenware pipes) ...	...	...	...	88,572	22,281

# COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported from Indian Ports into the Bengal Presidency in each official year, 1900-1901, 1901-1902 and 1902-1903.

ARTICLES.	INDIAN PRODUCE AND MANUFACTURES.				
	Quantity.			Value in Rupees.	
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.
Animal Vegetables—	3,105,351	2,462,744	2,281,940	1,08,505	83,839
Garment ... No.	19,286	10,082	9,057	2,03,105	1,18,941
Is strand or copra cwt.	...	...	...	18,171	8,836
Other sorts ...	...	...	...	45,558	76,728
Vegetables, fresh ...	...	...	...	1,75,745	...
And Pulse—	15,241	7,877	93,271	66,502	35,497
Bean in the husk (paddy) ...	163,237	1,086,591	654,403	5,24,184	33,57,983
Is not in the husk ...	833,563	2,145,276	755,910	80,88,202	91,09,399
Chick ...	7,103	3,505	2,338	31,721	17,006
Plant floor ... lbs.	405,045	1,028,070	1,183,231	25,538	64,281
Pean ... cwt.	50,568	55,907	88,027	2,24,611	2,86,631
On ...	93	...	12	375	...
Peas and Beans ...	496	500	...	2,125	1,500
Other sorts ...	749	2,014	1,074	8,069	8,069
Peas ...	5,890	5,832	7,638	55,658	69,023
Peas and Beans (including ground implements and seed) ...	...	...	...	51,793	47,928
And Wheat—	31,252	20,592	18,429	8,40,832	18,20,907
Wheat, raw ... cwt.	...	...	...	...	...
Is, dressed or ...	946	560	602	48,006	29,572
Is, raw ...	574	1,030	604	33,416	1,54,260
Is, dressed or ...	879	918	694	1,03,125	1,17,800
Manufactured ...	2,906	4,272	2,029	15,250	25,850
Manufactured ...	...	...	...	11,850	4,900
Raw ... cwt.	456,608	507,912	220,191	39,34,610	49,40,961
Twist and yarn ... lbs.	...	...	...	...	...
Raw ...	1,370,182	607,807	2,05,669	1,23,024	1,71,077
Very coarse ... yds.	1,505	3,755	2,644	317	448
Very and twice cwt.	70	78	95	1,105	1,155
Very ... yds.	2,532	...	...	2,000	...
Very ... cwt.	28	20	...	961	100
Very ... cwt.	7,470	18,190	21,681	21,474	4,86,107
Very ... (except h-dye) ...	...	...	...	...	8,68,599
Very ...	273	96	16	7,150	4,000
Very ... gals.	78	...	150	214	...
Very ...	201	485	1,458	1,878	1,092
Very ...	46,233	25,018	35,941	45,814	26,190

## COASTING TRADE

IMPORTS.

**IMPORTS.**  
*Statement showing the quantity and value of Country Goods imported from Indian Ports into the Bengal Presidency in each official year, 1901, 1901-1902 and 1902-1903.*

ARTICLES.	INDIAN PRODUCE AND MANUFACTURES.				
	Quantity.		Value in Rupees.		
	1900-1901.	1901-1902.	1900-1901.	1901-1902.	1901-1902.
<b>Metals.—</b>					
Brass—					
Unwrought ... .. cwt.	582	807	17,212	30,171	
Wrought ... .. "	7,663	1,843	2,53,456	68,923	
<b>Copper—</b>					
Wrought ... .. cwt.	2,538	841	93,055	35,040	
<b>Iron—</b>					
Cast ... .. cwt.	...	...	...	...	...
Wrought ... .. "	20	171	425	588	
Pig iron ... .. "	1,253	2,199	3,899	7,116	
<b>Tin (including plates or sheets not in metal iron)</b>	...	...	...	...	...
<b>Metals, unmanufactured</b>	2,948	2,143	400	85,660	
<b>Oils—</b>					
Animal ... .. gals.	...	...	...	...	...
Essential ... .. "	...	...	...	...	...
Mineral ... .. "	...	...	...	...	...
Kerosene ... .. gals.	8,000,514	15,989,480	32,218	63,897	
Paraffin wax ... .. cwt.	804	1,203	20,330	...	
Other kinds ... .. "	3,145,574	2,674,337	16,026,283	13,167,971	
<b>Vegetable, not essential—</b>					
Castor ... .. gals.	2,028	61,589	2,903	30,283	
Coconut ... .. "	1,446,725	900,416	1,008,943	226,627	1,184,932
Linseed ... .. "	...	70,129	...	...	1,368
Groundnut ... .. "	410	20,120	...	...	...
Mustard or rape ... .. "	827,102	82,546	4,84,021	5,52,091	...
Til or gingelly ... .. "	30,846	234,789	220,536	4,42,075	48,588
Other kinds ... .. "	1,315	68,703	2,429	1,636	...
...	3,717	15,778	4,778	3,655	16,789
<b>Provisions—</b>					
Beef and Hams ... lbs.	...	...	...	...	...
Butter ... .. "	13,510	9,503	16,444	9,894	6,180
Palm-oils and shark-fins ... .. "	...	...	...	...	...
<b>Fruits and vegetables, not served</b>	8,822	12,902	11,920	18,058	23,600
<b>Dried, salted or preserved</b>					
Ghee ... .. lbs.	2,490	184	74	8,098	3,408
Dried fish (miles) ... .. "	593,923	157,787	300,572	2,61,422	71,198
Dried fish (smoked), ... .. "	23,938	79,953	41,020	2,440	6,781
Other sorts of provs. ... .. "	810,227	...	707,787	1,05,681	81,878
<b>Railway—plant and rolling-stock ... .. tons</b>	14,473	13,858	8,908	1,34,711	1,21,340
<b>Salt ... .. tons</b>	23,243	20,554	22,278	96,508	74,805
				17,70,103	19,48,218

## COASTING TRADE.—(Concl'd.)

IMPORTS.

present showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in each official year, 1900-1901, 1901-1902 and 1902-1903.

INDIAN PRODUCE AND MANUFACTURES.							
ARTICLES.		Quantity.			Value in Rupees.		
		1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
Beef	...	70,498	90,778	84,571	6,82,299	7,18,896	5,73,230
Birds	...	2,939	...	...	5,082	...	2,64,148
Butter	...	23,295	74,909	42,885	1,63,039	4,70,856	2,54,148
Chickens	...	877	...	...	1,758	...	7,952
Eggs	...	6,947	8,569	9,693	40,542	55,131	60,940
Fish	...	89,611	916	...	4,79,808	5,595	...
Fruit, all kinds	...	11,988	10,744	...	1,10,674	46,287	1,08,779
Goats	...	66,021	93,031	10,326	5,09,102	73,848	70,730
Grains	...	5,324	10,132	1,953	99,612	64,028	26,578
Grass	...	...	...	...	...	...	...
Grains and cereals	...	...	...	...	39,058	28,623	64,968
Grains	...	5,009,969	4,717,657	5,070,205	5,11,071	4,87,858	4,40,743
Grains	...	50,154	73,975	39,352	1,06,710	1,18,005	1,41,038
Hay	...	19,306	8,960	9,151	8,056	1,711	1,967
Peas	...	7,655,676	6,391,660	7,203,581	29,72,700	19,43,423	22,49,423
Peas	...	2,497,306	1,947,890	8,429,190	3,01,415	1,81,119	1,65,275
Peas	...	17,018,811	1,222,118	1,026,294	2,19,905	1,32,149	98,478
Peas	...	46,383	68,730	2,844	29,498	66,342	9,247
Peas, refined or crys-	...	...	...	...	...	...	...
Peas	...	105,633	154,718	114,994	21,893	19,118	18,110
Peas	...	7,587	10,013	21,295	11,601	50,114	50,114
Peas	...	971,121	866,263	1,056,768	4,12,180	3,84,810	4,47,362
Peas	...	...	...	...	...	...	...
Peas	...	43,158	44,020	40,914	429,620	53,17,400	38,87,447
Peas	...	7,572	9,085	10,657	4,87,247	5,57,028	6,95,127
Peas	...	...	51	...	...	...	...
Peas	...	...	...	...	51,339	65,077	69,095
Peas	...	...	...	...	92,802	90,641	91,010
Peas	...	...	...	...	...	...	...
Peas	...	4,842	4,480	1,343	650	494	1,308
Peas	...	...	...	...	62,885	57,109	57,109
Peas	...	...	...	...	...	...	...
Peas	...	...	...	...	...	60,624	...
Peas	...	...	...	...	...	...	...
Peas	...	...	...	...	5,15,98,798	5,84,30,556	5,20,12,439





## COASTING TRADE.—(Contd.)

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in each official year, 1900-1901, 1901-1902 and 1902-1903.

ARTICLES.	FOREIGN MERCHANDISE.					
	Quantity.			Value in Rupees.		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
<b>Metals.—(Contd.)</b>						
Lead ... .. cwt.	1,040	1,122	921	17,691	17,500	17,500
Cutliver ... .. lbs.	5,442	5,752	5,453	5,751	7,082	7,082
Steel ... .. cwt.	6,998	9,415	6,066	6,417	74,561	74,561
Tin ... .. cwt.	602	661	499	27,780	28,080	28,080
Iron and steel ... ..	1,116	1,088	1,027	21,613	22,674	22,674
Metals unenumerated	1,502	1,824	786	70,177	1,49,738	1,49,738
<b>Oil—</b>						
Mineral—						
Kerosene ... .. gals.	397,961	115,418	206,748	1,88,278	50,230	50,230
Other sorts of oil ... ..	134,794	168,272	150,378	1,35,750	1,53,383	1,53,383
Paints and colours (including painters' materials)	1,502	1,081	1,029	4,139	3,978	3,978
<b>Provisions—</b>						
Fruits and Vegetables, dried, salted or preserved—						
Dates ... .. cwt.	821	205	538	6,595	1,893	1,893
Other sorts ... ..	70	106	222	2,014	1,853	1,853
Other sorts of provisions—						
Bacon and hams ... .. lbs.	249	830	777	168	421	421
Butter ... .. cwt.	100	1,640	1,008	89	1,640	1,640
Cheese ... .. cwt.	322	903	108	224	624	624
Other sorts ... ..	2,232	1,722	1,08	68,864	72,583	72,583
Railway plant and rolling-stock	...	...	...	29,108	11,140	11,140
Salt ... .. tons	5,440	5,550	4,360	4,70,391	4,77,405	4,77,405
<b>Spices—</b>						
Pepper ... .. lbs.	3,584	4,536	1,658	320	480	480
Cardamoms ... ..	328	...	1,456	84	...	...
Cloves ... ..	5,856	4,494	6,120	1,418	1,163	1,163
Nutmegs ... ..	1,560	1,500	1,631	911	880	880
Pepper ... ..	6,782	2,120	2,310	2,390	858	858
Other sorts ... ..	1,425,361	1,736,321	488,512	2,40,118	2,71,665	2,71,665
Stationery (excluding paper)	...	...	...	24,883	24,620	24,620
Sugar, refined or crystal.	...	...	...	62,192	14,344	14,344
Sugar, unrefined ... ..	5,025	1,482	630	1,200	760	760
Toys and requisites for games	308	103	36	55,414	15,462	15,462
Umbrellas, including parasols and sunshades	...	...	...	...	...	...
Wool—						
Raw ... .. lbs.	31,011	58,101	75,284	34,103	56,313	56,313
Manufactures of—						
Piece-goods ... .. yds.	...	...	...	...	...	...
Shawls ... ..	24,000	15,254	6,572	11,310	1,800	1,800
Other sorts ... ..	100	750	3,297	5,224	6,155	6,155
All other articles of merchandise	7,873	7,694	87,083	4,14,985	3,14,124	3,14,124
<b>TOTAL</b>	...	...	...	85,36,186	80,85,196	80,85,196

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from the Bengal Presidency in each official year, 1900-1901, 1901-1902 and 1902-1903.

ARTICLES.	INDIAN PRODUCE AND MANUFACTURES					
	Quantity.			Value in Rupees.		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
<b>Grain—</b>						
Wheat ... .. No.	185	216	370	46,375	54,772	82,565
Barley ... ..	79,789	93,810	112,121	1,70,577	2,49,322	2,18,993
Other grain ... ..	...	...	...	...	...	...
<b>Oil—</b>						
Mustard ... ..	...	...	...	...	...	...
Other oil ... ..	79,470	70,706	59,992	1,68,256	1,65,330	1,41,220
<b>Other articles—</b>						
Engineers' ... ..	...	...	...	...	...	...
Other articles ... ..	...	...	...	...	...	...
<b>Grain—</b>						
Wheat ... .. No.	69,281	54,354	...	5,960	11,092	...
Barley ... ..	12,320	9,394	...	10,448	8,408	...
Other grain ... ..	...	...	...	...	...	...
<b>Oil—</b>						
Mustard ... ..	...	...	...	...	...	...
Other oil ... ..	...	...	...	...	...	...
<b>Other articles—</b>						
Engineers' ... ..	...	...	...	...	...	...
Other articles ... ..	...	...	...	...	...	...
<b>Grain—</b>						
Wheat ... .. No.	24,201	25,418	29,516	5,90,230	6,08,336	7,02,168
Barley ... ..	4,927	2,346	3,440	10,501	4,759	5,384
Other grain ... ..	3,255	2,615	1,320	31,637	27,707	12,742
Oil ... ..	978	600	462	12,131	9,874	3,867
Other articles ... ..	1,850,074	1,988,159	1,334,468	1,44,16,338	1,46,24,861	1,15,30,013
<b>Grain—</b>						
Wheat ... .. No.	31,647	19,957	28,177	7,85,768	3,91,227	4,50,452
Barley ... ..	4,929,047	5,829,800	5,683,346	18,21,118	19,63,333	19,50,042
Other grain ... ..	...	...	...	...	...	...
<b>Oil—</b>						
Mustard ... ..	...	...	...	...	...	...
Other oil ... ..	...	...	...	...	...	...
<b>Other articles—</b>						
Engineers' ... ..	...	...	...	...	...	...
Other articles ... ..	...	...	...	...	...	...
<b>Grain—</b>						
Wheat ... .. No.	60,379	31,707	23,012	1,04,714	40,685	19,203
Barley ... ..	180,927	188,729	100,283	37,771	27,241	31,334
Other grain ... ..	...	...	...	...	...	...
<b>Oil—</b>						
Mustard ... ..	...	...	...	...	...	...
Other oil ... ..	...	...	...	...	...	...
<b>Other articles—</b>						
Engineers' ... ..	...	...	...	...	...	...
Other articles ... ..	...	...	...	...	...	...
<b>Grain—</b>						
Wheat ... .. No.	17,471,507	17,489,091	17,309,184	30,35,210	31,22,830	25,78,854
Barley ... ..	793	1,676	847	1,091	1,454	2,111
Other grain ... ..	484,900	340,169	357,126	61,143	54,321	40,164
<b>Oil—</b>						
Mustard ... ..	...	...	...	...	...	...
Other oil ... ..	...	...	...	...	...	...
<b>Other articles—</b>						
Engineers' ... ..	...	...	...	...	...	...
Other articles ... ..	...	...	...	...	...	...
<b>Grain—</b>						
Wheat ... .. No.	607	227	13	3,760	3,760	8,961
Barley ... ..	...	...	...	...	...	...
Other grain ... ..	...	...	...	...	...	...
<b>Oil—</b>						
Mustard ... ..	...	...	...	...	...	...
Other oil ... ..	...	...	...	...	...	...
<b>Other articles—</b>						
Engineers' ... ..	...	...	...	...	...	...
Other articles ... ..	...	...	...	...	...	...
<b>Grain—</b>						
Wheat ... .. No.	293	1,625	4,450	1,400	8,140	5,334
Barley ... ..	177	611	927	2,024	6,700	4,919
Other grain ... ..	...	...	...	...	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from the Bengal Presidency in each official year, 1900-1901, 1901-1902 and 1902-1903.

ARTICLES.	INDIAN PRODUCE AND MANUFACTURES.					
	Quantity.			Value in Rupees.		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
Dyeing and Tanning Materials— (Cocals).						
Other sorts (including lac-dye) ... cwt.	831	1,200	927	6,508	6,849	...
Earthenware and Potcelain (excluding earthenware piping) ... ..	...	...	...	83,460	14,943	...
Fodder, bran and cattle food (including hay and straw)— Oil-cake ... .. cwt.	3,241	616	234	8,610	2,600	...
Other sorts ... ..	45,720	89,140	47,472	1,83,876	1,24,190	...
Fruits and Vegetables— Coconuts ... No.	696,880	490,238	555,167	24,203	15,878	...
... kernel or copra cwt.	...	3	9	40,120	61,360	...
Other sorts ... ..	...	...	...	6,01,393	7,02,850	...
Vegetables, fresh ... ..	...	...	...	...	...	...
Grain and Pulse— Gram ... .. cwt.	594,850	278,420	299,665	25,71,507	11,85,898	...
Rice in the husk (paddy) ... ..	255,033	89,945	72,609	6,75,010	2,30,640	...
Rice not in the husk ... ..	2,511,201	828,392	691,574	1,26,61,507	4,24,038	...
Rice flour ... ..	...	...	...	...	...	...
Wheat ... .. cwt.	44,442	32,861	46,506	2,55,412	1,71,823	...
Wheat flour ... ..	12,455,253	10,401,018	7,65,654	8,44,910	...	...
Pulse ... ..	12,870,945	856,478	417,618	81,87,102	20,12,914	...
Onions ... ..	691,715	22,702	24,406	50,512	88,981	...
Garlic ... ..	13,347	...	...	...	...	...
Mustard and Bajra ... ..	466	2,384	109	2,327	9,000	...
Other sorts ... ..	5,580	13,618	17,403	23,191	57,731	...
Hardware and Cutlery (in- cluding agricultural implements) ... ..	688	607	37	3,452	8,365	...
Hides and Skins— Hides, raw ... .. cwt.	18,432	15,999	13,822	5,73,077	4,19,540	...
... tanned ... ..	188	51	151	13,147	4,298	...
Skins, raw ... ..	2,436	1,036	854	24,459	81,102	...
... tanned ... ..	868	678	847	96,721	68,701	...
Ivory— Unmanufactured ... lbs.	1,571	...	...	9,950	...	...
Manufactured ... ..	448	...	...	2,800	...	...
Jute— Raw ... .. cwt.	400,464	608,495	202,027	39,60,897	49,78,476	...
Manufactures of— Gunny bags c ... No.	50,643,223	60,846,873	53,134,729	1,12,70,679	1,07,59,920	...
Gunny cloth ... yds.	9,473,011	14,761,770	20,033,178	10,45,938	16,85,610	...
Canvas ... ..	720	2,560	30	400	623	...
Rope and Twine ... cwt.	24,242	37,706	39,641	4,00,206	4,65,098	...
Twist and Yarn ... lbs.	1,256	...	...	146	...	...
Other kinds ... cwt.	395	380	618	2,751	3,011	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from the Bengal Presidency in each official year, 1900-1901, 1901-1902 and 1902-1903.

ARTICLES.	INDIAN PRODUCE AND MANUFACTURES.					
	Quantity.			Value in Rupees.		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
Oil-cake ... cwt.	905	135	86	23,918	2,530	2,570
Other sorts (except boots and shoes) ... ..	50	6	19	2,511	290	1,428
Wrought ... cwt.	528	700	709	44,328	65,372	61,215
Unwrought ... ..	...	...	...	37,691	37,980	85,734
Other sorts (except boots and shoes) ... ..	...	...	...	21,725	8,570	30,492
Wool and Millwork ... ..	...	...	...	25,667	13,286	22,015
Woolen matting ... sq. yds.	2,295,324	3,185,378	4,924,499	1,76,000	1,39,211	1,78,156
Woolen cloth ... cwt.	2	...	40	...	...	...
Woolen cloth (except hosiery)	5,509	3,547	4,063	2,81,484	2,06,331	2,72,244
Woolen cloth (except hosiery)	2,109	2,856	3,001	1,51,085	2,00,710	2,15,609
Woolen cloth (except hosiery)	62,936	5,206	3,033	46,785	61,637	40,889
Woolen cloth (except hosiery)	3,102	801	546	3,697	2,658	3,380
Woolen cloth (except hosiery)	929	183	891	2,848	473	1,249
Woolen cloth (except hosiery)	...	...	...	...	...	...
Woolen cloth (except hosiery)	467	816	95	5,009	7,881	2,261
Woolen cloth (except hosiery)	63	...	...	510	900	...
Woolen cloth (except hosiery)	411	1,520	1,512	20,130	67,810	60,830
Woolen cloth (except hosiery)	...	...	...	...	...	...
Woolen cloth (except hosiery)	85	8	20	80	18	00
Woolen cloth (except hosiery)	946	628	739	9,766	7,136	9,911
Woolen cloth (except hosiery)	2,823	182,047	174,189	1,295	75,028	71,425
Woolen cloth (except hosiery)	40,578	12,228	15,000	...	8,718	10,794
Woolen cloth (except hosiery)	4,830	3,511	5,246	7,310	4,138	7,079
Woolen cloth (except hosiery)	38,843	23,063	56,710	50,047	38,639	89,413
Woolen cloth (except hosiery)	76,106	70,776	93,306	1,76,204	1,80,133	2,62,838
Woolen cloth (except hosiery)	105,179	148,292	208,306	2,58,306	2,58,306	3,00,770
Woolen cloth (except hosiery)	204	1,130	642	288	1,067	808
Woolen cloth (except hosiery)	9	751	45	141	20	80
Woolen cloth (except hosiery)	974	1,681	1,972	1,600	1,969	2,073
Woolen cloth (except hosiery)	...	...	...	45,006	21,811	...
Woolen cloth (except hosiery)	48,122	19,440	21,189	3,66,241	3,84,092	3,95,811
Woolen cloth (except hosiery)	...	...	...	1,57,243	1,01,180	81,889
Woolen cloth (except hosiery)	8,561	80,318	11,208	1,45,845	6,65,974	1,92,070
Woolen cloth (except hosiery)	54	39	471	920	577	1,055
Woolen cloth (except hosiery)	224	419	241	66	28	170
Woolen cloth (except hosiery)	7,450	9,224	6,847	3,360	4,468	4,318
Woolen cloth (except hosiery)	5,907	5,107	6,300	2,556	2,807	3,924

COASTING TRADE.—(*Concl'd.*)

**EXPORTS.**  
Statement, showing the quantity and value of Country Goods exported from  
Indian Ports from the Bengal Presidency in each official year, 1901-1902 and 1902-1903.

INDIAN PRODUCTS AND MANUFACTURES.				
ARTICLES.	Quantity.		Value in Rupees.	
	1900-1901.	1901-1902.	1900-1901.	1901-1902.
<i>Provisions—(Contd.)</i>				
Fish-maws and shark-fins lbs.				
Fruits and vegetables, dried, salted, or preserved	21,494	10,188	20,442	22,370
... cwt.				
Salted fish (dry)	2,874,796	3,142,465	3,769,541	68,037
... lbs.	2,528,091	55,729	13,626,054	30,601
Salted fish (freshened)	129,488	2,510,242	2,013,700	4,578,735
... lbs.	129,488	2,510,242	4,224,109	4,735,735
... cwt.	14,450	89,015	59,015	74,371
Railway plant & rolling-stock				
Essential	...	...	...	...
Mustard	31,162	17,710	11,805	1,561,198
Rape	944	3,726	1,072	77,250
Turmeric	14,015	12,488	29,494	85,804
Mustard	5,422	2,779	3,754	55,880
Castor	66,432	81,260	76,857	1,007,407
Cotton	2,957	1,030	476	13,265
Other	19	6,969	2,386	2,477
Sila	5,746	4,546	1,936	74,843
Raw	...	...	...	...
Manifac-	108,854	164,474	50,470	6,855,278
Piece-goods	55,685	98,813	97,659	78,489
Goods of silk mixed with other materials				
Other	...	...	...	...
Spices	...	...	...	...
... cwt.	10,080	8,440	5,668	1,126,384
Carlamoms	35,850,282	23,739,017	75,350,456	56,475,372
Culivis	22,226	14,618	24,388	37,283,803
Pepper	688,275	1,000,000	402,001	78,764
Pepper	400,467	188,054	108,262	29,328
Stone and Marble	2,142,288	111,098	197,482	52,638
Supra, refined or crystallized	3,639	4,342	2,842	1,471,421
Sugar, unrefined	27,619	30,251	37,008	4,168,938
Tapioca	14,408	17,886	15,959	88,994
Tapioca (including manna)	4,926,557	4,516,517	18,49,652	26,227,075
Teak	87,321	181,432	291,172	1,743,571
Other timber	246	103	17	5,878
Furniture	14	1,785	1,628	89,846
Ornamental	...	...	...	...
... lbs.	...	...	...	...
... cwt.	...	...	...	...
All other Articles of Manufacture				
... lbs.				
... cwt.				
TOTAL				

## ' COASTING TRADE.

**IMPORTS.**

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1901-1902 and 1902-1903.

FOREIGN MERCHANDISE.					
Articles and Ports from which imported.		1901-1902.		1920-1921.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Amst (including haladustari, millinery, &c., and other miscellaneous)	Chief port	...	...	...	...
Am Bombay	Karrackee	...	35,454	...	27,673
Am Madras	Chief port	...	1,550	...	1,308
Am Madras	Chief port	...	4,110	...	1,891
Am Madras	Other ports	...	20	...	300
Am Madras	Chief port	...	23,517	...	12,547
Am Madras	Other ports	...	2,394	...	125
Am Madras	All ports	...	3,76,339	...	5,93,043
Am Madras	Chief port	...	450	...	...
Am Madras	Mangrol	...	100	...	...
Am Madras	Chief port	...	3,063	...	56
Am Madras	All ports	...	3,063	...	40
Am Madras	Chief port	...	6,616	...	...
Am Madras	Other ports	...	3,321	...	...
Am Madras	Chief port	...	6,328	...	...
Am Madras	Other ports	...	1,330	...	...
Am Madras	All ports	...	44	...	...
Am Madras	Chief port	...	9,017	...	...
Am Madras	Other ports	...	305	...	...
Am Madras	All ports	...	16	...	...
Am Madras	Chief port	...	5,100	...	228
Am Madras	Chief port	...	8,500	...	485
Am Madras	Chief port	...	59	...	300
Am Madras	Chief port	...	6,91,166	...	75,000
Am Madras	All ports	...	6,91,166	...	75,000
Am Madras	Chief port	...	446,428	...	1,01,063
Am Madras	Chief port	...	2,171	...	2,607
Am Madras	Karrackee	...	3,150	...	318
Am Madras	Chief port	...	2,600	...	3,000
Am Madras	Other ports	...	1,335	...	232,800
Am Madras	Chief port	...	99,588	...	31,991
Am Madras	Other ports	...	1,080	...	465
Am Madras	All ports	...	5,73,590	...	11,72,691
Am Madras	Chief port	...	3,68,690	...	69,654
Am Madras	Mangrol	...	85,666	...	11,663

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Foreign Goods imported into the Bengal Presidency from Indian Ports in the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Manufactures—(Coccol.)</b>				
<b>Piece-Goods—(Coccol.)</b>				
<b>White (bleached)—</b>				
From Bombay ... Chief port yds. ...	295,881	44,195	896,183	275,307
" Sind ... Kurrachee ...	43,600	9,955	275,307	18,731
" Madras ... Chief port ...	97,190	15,426	850	1,054,698
" ... Other ports ...	3,500	550	1,054,698	2,211,151
" Burma ... Chief port ...	1,054,698	2,211,151	1,054,698	2,211,151
" ... Other ports ...	610	90	1,054,698	2,211,151
" Bengal ... All ports ...	90,700	15,500	1,054,698	2,211,151
<b>Coloured, printed or dyed—</b>				
From Bombay ... Chief port yds. ...	266,722	56,510	323,459	71,936
" Sind ... Kurrachee ...	23,277	2,312	323,459	71,936
" Madras ... Chief port ...	775,223	1,43,786	595,184	1,08,125
" ... Other ports ...	3,560	1,050	595,184	1,08,125
" Burma ... Chief port ...	634,539	2,45,041	595,184	1,08,125
" ... Other ports ...	120	15	595,184	1,08,125
" Bengal ... All ports ...	32,082	6,015	595,184	1,08,125
" Pondicherry ...	...	...	595,184	1,08,125
" Keral ...	...	...	595,184	1,08,125
<b>Handkerchiefs and shawls in the piece—</b>				
From Bombay ... Chief port No. ...	394,642	27,984	72,366	1,144
" Sind ... Kurrachee ...	1,700	200	72,366	1,144
" Madras ... Chief port ...	1,800	150	72,366	1,144
" ... Other ports ...	...	...	72,366	1,144
" Burma ... Chief port ...	...	...	72,366	1,144
" ... Other ports ...	...	...	72,366	1,144
" Bengal ... All ports ...	...	...	72,366	1,144
" Pondicherry ...	...	...	72,366	1,144
<b>Drugs, Medicines and Narcotics</b>				
(excluding chemicals)—				
From Bombay ... Chief port ...	...	...	...	...
" Sind ... Kurrachee ...	...	...	...	...
" Madras ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
<b>Drugs and Medicines (excluding chemicals)—</b>				
From Bombay ... Chief port ...	...	...	...	...
" Sind ... Kurrachee ...	...	...	...	...
" Madras ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
<b>Tobacco—</b>				
Manufactured—				
From Bombay ... Chief port lbs. ...	10,090	13,705	22,629	35,167
" Sind ... Kurrachee ...	750	1,000	22,629	35,167
" Madras ... Chief port ...	500	2,400	22,629	35,167
" ... Other ports ...	1,326	1,080	22,629	35,167
" Burma ... Chief port ...	336	60	22,629	35,167
" ... Other ports ...	1,170	1,141	22,629	35,167
" Bengal ... All ports ...	...	...	22,629	35,167
" Pondicherry ...	...	...	22,629	35,167

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Foreign Goods imported into the Bengal Presidency from Indian Ports in the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Raw and Tanning Materials—</b>				
From Bombay ... Chief port lbs. ...	110,701	1,37,148	132,281	1,57,889
" Sind ... Kurrachee ...	...	...	4,000	5,000
" Madras ... Chief port ...	100	125	31	31
" ... Other ports ...	200	200	100	200
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
" Keral ...	...	...	...	...
<b>Woolen Goods—</b>				
From Bombay ... Chief port lbs. ...	86,434	39,990	73,274	47,361
" Sind ... Kurrachee ...	735	...	...	...
" Madras ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
" Keral ...	...	...	...	...
<b>Woolen Goods—</b>				
From Bombay ... Chief port cwt. ...	176	9,666	231	12,590
" Sind ... Kurrachee ...	1	25	...	...
" Madras ... Chief port ...	15	150	...	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
" Keral ...	...	...	...	...
<b>Woolen Goods—</b>				
From Bombay ... Chief port ...	...	...	...	...
" Sind ... Kurrachee ...	...	...	...	...
" Madras ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
" Keral ...	...	...	...	...
<b>Woolen Goods—</b>				
From Bombay ... Chief port cwt. ...	1,286	34,737	...	...
" Sind ... Kurrachee ...	40	350	...	...
" Madras ... Chief port ...	67	260	...	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
" Keral ...	...	...	...	...
<b>Woolen Goods—</b>				
From Bombay ... Chief port ...	...	...	...	...
" Sind ... Kurrachee ...	...	...	...	...
" Madras ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
" Keral ...	...	...	...	...
<b>Woolen Goods—</b>				
From Bombay ... Chief port ...	...	...	...	...
" Sind ... Kurrachee ...	...	...	...	...
" Madras ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
" Keral ...	...	...	...	...
<b>Woolen Goods—</b>				
From Bombay ... Chief port ...	...	...	...	...
" Sind ... Kurrachee ...	...	...	...	...
" Madras ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
" Keral ...	...	...	...	...
<b>Woolen Goods—</b>				
From Bombay ... Chief port ...	...	...	...	...
" Sind ... Kurrachee ...	...	...	...	...
" Madras ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	...	...	...
" Keral ...	...	...	...	...



## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Metals—(Contd.)</b>				
<b>Iron—</b>				
Bar—				
From Bombay ... Chief port cwt. ...	...	...	4	...
" Madras ... Chief port " ...	...	...	28	...
" Burma ... Chief port " ...	5	50	...	...
" Bengal ... All ports " ...	97	927	553	...
From Bengal ... All ports cwt. ...	30	518	49	...
" Burma ... Chief port " ...	...	...	176	...
<b>Nails, screws, rivets and washers—</b>				
From Bombay ... Chief port cwt. ...	8	243	4	...
" Madras ... Chief port " ...	3	36	...	...
" Bengal ... Chief port " ...	17	811	89	...
" All ports " ...	94	652	103	...
<b>Sheets and plates—</b>				
From Madras ... Chief port cwt. ...	...	...	4,920	...
" Burma ... Chief port " ...	...	...	508	...
" Bengal ... Chief port " ...	...	...	5	...
" All ports " ...	564	6,575	790	...
<b>Wire—</b>				
From Bombay ... Chief port cwt. ...	18	150	...	...
" Madras ... Chief port " ...	...	...	16	...
" Bengal ... Chief port " ...	23	531	12	...
Other manufactures of wrought or cast iron or of iron mixed with steel—				
From Bombay ... Chief port cwt. ...	175	1,607	5	...
" Madras ... Chief port " ...	13	174	1,200	...
" Burma ... Chief port " ...	63	637	10	...
" Bengal ... Chief port " ...	...	...	629	...
" All ports " ...	413	2,195	209	...
<b>Lead—</b>				
From Bombay ... Chief port cwt. ...	75	1,135	83	...
" Madras ... Chief port " ...	5	92	190	...
" Bengal ... Chief port " ...	3,140	32,073	3,800	...
" All ports " ...	452	7,592	588	...
<b>Quicksilver—</b>				
From Bombay ... Chief port lbs. ...	1,725	3,450	4,575	...
" Bengal ... Chief port " ...	112	150	497	...
<b>Steel—</b>				
From Bombay ... Chief port cwt. ...	83	1,365	148	...
" Madras ... Chief port " ...	...	...	3	...
" Burma ... Chief port " ...	66	565	...	...
" Bengal ... Chief port " ...	5	513	60	...
" All ports " ...	70	1,337	69	...
<b>Tin—</b>				
From Bombay ... Chief port cwt. ...	...	...	52	...
" Madras ... Chief port " ...	...	...	39	...
" Bengal ... Chief port " ...	1,139	11,075	2,260	...
" All ports " ...	69	4,720	364	...

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Spices—(Contd.)</b>				
Black Pepper—				
From Madras ... Chief port cwt. ...	2,683	...	3,498	41,581
" Other ports " ...	240	2,876	200	5,410
" All ports " ...	437	7,700	1,307	20,998
From Bengal ... Chief port cwt. ...	1,426	85,216	243	12,698
" Madras ... Chief port " ...	33	1,570	115	11,710
" Bengal ... Chief port " ...	4	150	32	2,645
" All ports " ...	4	...	5	267
<b>Unclassified—</b>				
From Bombay ... Chief port cwt. ...	1,426	85,216	243	12,698
" Madras ... Chief port " ...	33	1,570	115	11,710
" Bengal ... Chief port " ...	4	150	32	2,645
" All ports " ...	4	...	5	267
<b>Grains—</b>				
From Bengal ... All ports gals. ...	70,511	29,626	175,360	75,266
<b>Oil—</b>				
From Bombay ... Chief port gals. ...	7,412	7,440	1,223	1,419
" Madras ... Chief port " ...	2,120	2,111	...	22
" Bengal ... Chief port " ...	44	132	12	...
" All ports " ...	4	2	...	...
<b>Other ports of Oil—</b>				
From Bombay ... Chief port gals. ...	17	250	451	823
" Bengal ... Chief port " ...	30	120	2,083	3,197
" Pondicherry ... Chief port " ...	2,045	1,998	...	...
<b>Fruit and vegetables, dried, salted or preserved—</b>				
From Bombay ... Chief port cwt. ...	20,223	1,61,093	21,161	1,77,812
" Sind ... Chief port " ...	118	1,280	...	1,837
" Bengal ... Chief port " ...	61	672	...	2,865
<b>Wool—</b>				
From Bombay ... Chief port cwt. ...	9,693	1,25,161	5,576	1,35,185
" Madras ... Chief port " ...	...	...	33	...
" Bengal ... Chief port " ...	78	960	...	...
" All ports " ...	59	1,534	45	1,087
<b>From Burma—</b>				
Chief port lbs. ...	48	60	...	...
From Burma ... Chief port lbs. ...	...	...	50	50

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	FOREIGN MERCHANDISE			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Provisions—(Contd.)</b>				
Other sorts—				
From Bombay ... Chief port cwt.	187	14,182	884	21,425
" Madras ... Chief port "	1	268	32	5,425
" Other ports ... "	...	...	13	8,118
" Burma ... Chief port "	94	2,998	8	3,628
" Bengal ... All ports ... "	...	...	20	65,382
" Pondicherry ... All ports ... "	138	6,771	62	2,755
" Kattiyar ... Mangrol ... "	1	62	2	69,493
" ... Mangrol ... "	1	86	2	376
<b>Salt—</b>				
From Bengal ... All ports tons	182,581	4,99,375	3,913	120
<b>Spices—</b>				
<b>Betelnuts—</b>				
From Bombay ... Chief port lbs.	81,872	3,767	22,400	19,62,582
" Madras ... Chief port "	6,098	449	...	22,384
" Kattiyar ... Mangrol ... "	4,700	258	...	2,73,255
" Mangrol ... Mangrol ... "	347	22	...	15,480
<b>Cardamoms—</b>				
From Bengal ... All ports lbs.	485	330	1,120	18,966
<b>Cloves—</b>				
From Bombay ... Chief port lbs.	1,375,783	3,70,836	1,647,888	12,75,421
" Bengal ... All ports ... "	1,344	290	2,628	15,963
<b>Pepper—</b>				
From Bombay ... Chief port lbs.	...	...	336	24,15,416
" Madras ... All ports ... "	672	540	221	35,49,375
<b>Other sorts—</b>				
From Bengal ... All ports lbs.	...	...	108	15,903
From Bombay ... Chief port lbs.	16,800	3,000	21,640	24,15,416
" Bengal ... All ports ... "	1,701,970	3,02,320	1,666,808	5,558
<b>Sugar Refined or Crystallized (including sugarcandy)—</b>				
From Bombay ... Chief port cwt.	...	...	6,002	150
" Madras ... Chief port ... "	...	...	2,610	158
" Bengal ... All ports ... "	...	...	2,486	34
<b>Unmanufactured—</b>				
From Bombay ... Chief port ...	...	...	23,265	150
" Madras ... Chief port ...	...	...	4,190	150
" Burma ... Chief port ...	...	...	...	150
" Bengal ... Chief port ...	...	...	525	150
" Pondicherry ... All ports ...	...	...	4,793	150

## COASTING TRADE.—(Contd.)

## IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	FOREIGN MERCHANDISE			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Manufactured—</b>				
From Bombay ... Chief port ...	...	1,11,537	...	1,08,071
" Sind ... Chief port ...	...	2,425	...	5,106
" Madras ... Chief port ...	...	10,500	...	8,118
" Other ports ... Chief port ...	...	4,319	...	3,628
" Burma ... Chief port ...	...	53,227	...	65,382
" Other ports ... Chief port ...	...	1,640	...	2,755
" Bengal ... All ports ...	...	54,188	...	69,493
" Pondicherry ... All ports ...	...	376	...	124
" Travancore ... All ports ...	...	120	...	190
" Coochin ... All ports ...	...	...	...	150
<b>Merchandise—</b>				
From Bombay ... Chief port ...	...	16,29,121	...	19,62,582
" Sind ... Chief port ...	...	22,384	...	55,080
" Madras ... Chief port ...	...	2,73,255	...	2,86,727
" Other ports ... Chief port ...	...	15,480	...	18,966
" Burma ... Chief port ...	...	9,22,677	...	12,75,421
" Other ports ... Chief port ...	...	15,903	...	12,973
" Bengal ... All ports ...	...	24,15,416	...	35,49,375
" Pondicherry ... All ports ...	...	150	...	27,800
" Travancore ... All ports ...	...	158	...	150
" Coochin ... All ports ...	...	...	...	150
<b>GRAND TOTAL ...</b>	...	58,02,812	...	71,06,218

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise into the Bengal Presidency from Indian Ports in the years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	INDIAN PRODUCE AND MANUFACTURES			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Apparel (including haberdashery, millinery, etc., but excluding history)—				
From Bombay	...	...	...	...
" Sind	...	8,611	...	...
" Madras	...	900	...	...
" Chief port	...	15,840	...	...
" Other ports	...	1,811	...	...
" All ports	...	28,973	...	...
" Pondicherry	...	505	...	...
" Travancore	...	540	...	...
" All ports	...	25,953	...	...
" Mangrol	...	48	...	...
Boots and Shoes—				
From Bombay	...	...	...	...
" Chief port	...	445	...	390
" Other ports	...	1,085	...	1,100
" All ports	...	17	...	25
" All ports	...	239	...	375
Books and printed matter (including maps and charts)—				
From Bombay	...	...	...	...
" Chief port	...	35	...	2,643
" Other ports	...	73	...	21,006
" All ports	...	4	...	623
" Chief port	...	...	...	...
" Other ports	...	...	...	...
" All ports	...	...	...	...
" Pondicherry	...	...	...	...
" Travancore	...	...	...	...
" All ports	...	...	...	...
Building and Engineering Materials—				
Bricks and Tiles—				
From Bombay	...	...	...	...
" Chief port	...	...	...	1,040
Chalk and Lime—				
From Bengal	...	...	...	...
" All ports	...	...	...	8,176
Other salts—				
From Madras	...	...	...	...
" Chief port	...	...	...	...
" All ports	...	...	...	...
Chemicals—				
Kilni Salt—				
From Bengal	...	...	...	...
" All ports	...	2,452	...	4,437
Sulphate—				
From Bengal	...	...	...	...
" All ports	...	92	...	906
Sulphuric acid—				
From Bengal	...	...	...	...
" All ports	...	19	...	266

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

INDIAN PRODUCE AND MANUFACTURES						
Articles and Ports from which imported.		1901-1902.		1902-1903.		
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
<i>Grain (Continued).</i>						
From Bombay	Chief port	...	471	...	1,835	
" Madras	Chief port	...	212	...	440	
" Madras	Other ports	...	1,00,810	...	22,338	
" Burma	Chief port	...	...	...	18	
" Bengal	Other ports	...	2,929	...	3,971	
" Bengal	All ports	...	...	...	...	
From Bombay	Chief port	tons.	200	...	3,000	
" Madras	Chief port	...	527	...	6,314	
" Madras	All ports	...	2,789	...	28,306	
From Bombay	Chief port	cwt.	...	...	32	914
" Madras	Chief port	...	337	15,597	...	17,280
" Madras	Other ports	...	365	14,238	...	14,119
" Madras	Chief port	...	...	...	...	...
Manufactured—	Other ports	cwt.	5,098	48,067	27,388	2,13,888
From Madras	Chief port	...	132	1,320	...	...
" Burma	Chief port	...	...	...	64	483
" Travancore	Alleppey	...	...	1,804	12,739	...
From Bombay	Chief port	...	...	...	...	...
" Madras	Chief port	...	...	...	...	...
" Madras	Other ports	...	...	...	...	...
" Madras	Alleppey	...	...	...	...	...
" Madras	Malappuram	...	...	...	...	...
Manufactures (excluding rice)	Chief port	cwt.	...	...	...	...
From Madras	Chief port	...	50,234	4,88,857	44,582	4,15,156
" Madras	Chief port	...	180	1,940	183	1,330
" Madras	Other ports	...	...	...	...	...
" Madras	All ports	...	30,631	3,47,324	29,632	3,20,244
" Madras	Alleppey	...	1,205	12,850	137	2,023
" Madras	Malappuram	...	...	1,240	12,263	...
From Madras	Chief port	...	...	...	...	...
" Madras	Chief port	cwt.	92	3,383	...	615
From Bombay	Chief port	...	83	1,305	...	...
" Madras	Chief port	...	3,884	33,822	2,173	24,622
" Madras	Other ports	...	77	810	309	5,552
" Madras	Chief port	...	...	...	...	...
" Madras	Other ports	...	42	742	101	8,672
" Madras	All ports	...	26	340	122	1,305
" Madras	Alleppey	...	...	...	...	...
From Bombay	Chief port	cwt.	4,582	1,00,635	5,938	1,28,006
" Madras	Chief port	...	283	5,040	16,577	47,757
" Madras	Other ports	...	11,461	2,62,010	814	8,345
" Madras	Chief port	...	...	...	...	...
" Madras	Other ports	...	230	328	16,476	...
" Madras	All ports	...	16,487	2,40,140	36,415	8,68,877



## COASTING TRADE.

## IMPORTS.

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Articles and Ports from which imported.	INDIAN PRODUCE AND MANUFACTURES			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—(Cocoid.)				
Twist and yarn—				
From Bombay				
" Madras	13,684,336	52,55,040	13,403,226	51,00,000
" Chief port	...	...	...	...
" Other ports	400	710	...	...
" Madras	330	339	...	...
" Bengal	3,501,122	12,06,216	2,814,300	10,11,000
" Corbin	...	...	4,000	...
" All ports	...	...	...	...
Manufactures—				
Piece goods—				
Grey (unbleached)—				
From Bombay				
" Chief port	19,819,870	32,32,888	25,709,918	45,63,000
" Madras	945,796	1,70,542	816,996	1,20,000
" Chief port	...	...	...	...
" Other ports	6,416	2,131	...	...
" Bengal	10,436	2,285	...	...
" All ports	20,000	3,000	...	...
White (bleached)—				
From Bombay				
" Chief port	2,025,828	6,88,631	...	...
" Madras	480	380	...	...
" Chief port	4,690	1,000	...	...
Coloured, printed or dyed—				
From Bombay				
" Chief port	400,785	30,618	218,497	31,000
" Madras	32,298	6,597	4,680	1,000
" Chief port	2,154	2,285	...	...
" Bengal	59,165	20,675	32,320	12,000
" All ports	400	118	...	...
Handkerchiefs and Shawls in the piece—				
From Bombay				
" Chief port	No.	2,400	150	30,408
Other ports—				
From Bombay				
" Chief port	...	1,40,423	...	6,10,000
" Madras	...	1,910	...	...
" Chief port	...	...	...	...
" Other ports	...	1,135	...	...
" Bengal	...	140	...	...
Drugs, Medicines and Narcotics (excluding chaguals)—				
From Bombay				
" Chief port	...	55,065	...	1,10,000
" Sind	...	1,720	...	...
" Madras	...	12,083	...	...
" Chief port	...	23,697	...	...
" Bengal	...	80	...	...
" All ports	...	20,077	...	...
" Travancore	...	689	...	...
" Portland	...	38	...	...

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	INDIAN PRODUCE AND MANUFACTURES			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Drugs, Medicines and Narcotics (excluding chaguals)—				
From Bombay				
" Chief port	3,288	34,891	1,680	316
" Madras	156,672	21,370	173,280	7,104
" Chief port	143,660	...	14,055	...
" Bengal	726	35	164	24
" All ports	1,444,462	1,83,823	1,266,469	1,08,553
Manufactures—				
Piece goods—				
Grey (unbleached)—				
From Bombay				
" Chief port	473	887	...	1,23,519
" Madras	100,384	1,34,232	67,247	81,332
" Chief port	59,808	65,068	70,945	...
" Bengal	5,933	8,017	7,531	10,638
" All ports	42,210	57,325	39,602	55,162
White (bleached)—				
From Bombay				
" Chief port	319	303	15	42
" Bengal	150	...	...	...
" Pondicherry	...	...	...	...
Other ports—				
From Bombay				
" Chief port	10,868	8,715	14,756	9,984
" Madras	...	...	760	650
" Chief port	168	30	...	...
" Bengal	2,264	1,235	1,882	420
" All ports	45,453	3,992	69,590	4,167
Handkerchiefs and Shawls in the piece—				
From Bombay				
" Chief port	...	...	8	200
" Madras	...	...	13,117	8,22,973
" Chief port	9,756	2,49,802	134	4,603
" Bengal	33	775	298	8,003
" All ports	...	...	...	...
Drugs, Medicines and Narcotics (excluding chaguals)—				
From Bombay				
" Chief port	33	780	...	...
" Bengal	2	...	...	...
" Madras	...	...	...	...
" Chief port	16	2,728	...	100
" Bengal	18	2,400	...	262
" All ports	7	1,590	...	...
" Bengal	...	...	...	...
" Travancore	...	...	...	...
" Portland	...	...	...	...

## COASTING TRADE.

## IMPORTS

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Dyeing and Tanning Materials—(Coastal.)</b>				
Turmeric—				
From Bombay ... Chief port	cwt. 292	3,405	...	...
" Madras ... Chief port	" 72,550	9,17,039	68,308	8,45,290
" Other ports ... Chief port	" 13,451	1,63,263	30,732	3,72,240
" Burma ... Chief port	" 10,247	96,873	51	...
" Other ports ... Chief port	" 67	703	219	...
" Bengal ... All ports	" 893	10,743	1,180	...
" Travancore ... All ports	" 54	747	...	...
<b>Other sorts (including lac-dye)—</b>				
From Bombay ... Chief port	cwt. 25	250	86	...
" Madras ... Chief port	" 2,310	19,775	2,861	...
" Other ports ... Chief port	" 12	120	8	...
" Bengal ... All ports	" 7	85	10	...
" Burma ... Chief port	" 1	12	...	...
" Travancore ... All ports	" 1	30	21	...
<b>Fruits and Vegetables—</b>				
Cocoanuts—				
From Madras ... Other ports	No. 65,700	2,028	121,000	...
" Bengal ... All ports	" 2,887,944	81,208	2,160,940	...
Coconut Kernel or Copra—				
From Bombay ... Chief port	cwt. ...	...	25	...
" Madras ... Chief port	" 16	174	98	...
" Other ports ... Chief port	" 1,098	22,227	4,014	...
" Burma ... Chief port	" ...	...	2,463	...
" Other ports ... Chief port	" 6,546	75,776	...	...
" Bengal ... All ports	" 1,822	20,804	2,111	...
" Travancore ... All ports	" ...	...	319	...
<b>Other sorts—</b>				
From Madras ... Chief port	...	7,330	...	...
" Other ports ... Chief port	...	272	...	...
" Bengal ... All ports	...	40	...	...
<b>Vegetable, Fresh—</b>				
From Bombay ... Chief port	...	1,114	...	...
" Madras ... Chief port	...	36,228	...	...
" Bengal ... All ports	...	38,381	...	...
<b>Grain and Pulse—</b>				
Gram—				
From Madras ... Chief port	cwt. 27	108	7,399	...
" Burma ... Chief port	" 141	705	80,114	...
" Bengal ... All ports	" 736	2,966	114	...
" All ports	" 6,973	31,718	5,113	...

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Grain and Pulse—(Coastal.)</b>				
Wheat and Bajra—				
From Burma ... Chief port	cwt. 500	1,500	...	...
" Other ports ... Chief port	" ...	...	...	...
" Bengal ... All ports	" ...	...	8	12
" Travancore ... All ports	" ...	...	...	20
<b>Other sorts (including lac-dye)—</b>				
From Bombay ... Chief port	cwt. 13	50	...	1,099
" Madras ... Chief port	" 174	1,044	...	6,104
" Other ports ... Chief port	" 30	172	...	18,467
" Bengal ... All ports	" 32,715	1,65,428	7,949	40,746
" Burma ... Chief port	" 552	2,359	...	...
" Other ports ... All ports	" 25,423	1,17,479	72,573	2,88,931
<b>Grain in the husk (grain)—</b>				
From Madras ... Chief port	cwt. 851,299	26,32,046	893,087	15,34,277
" Bengal ... Other ports	" 198,091	5,91,217	121,504	3,45,862
" Other ports ... All ports	" 37,201	84,722	29,312	81,004
<b>Grain in the husk—</b>				
From Bombay ... Chief port	cwt. ...	...	231	2,176
" Madras ... Chief port	" ...	...	3	16
" Other ports ... Chief port	" 1	10	...	...
" Bengal ... All ports	" 1,828,619	78,36,781	601,864	23,77,743
" Burma ... Chief port	" 1,03,227	5,18,674	725,125	8,77,028
" Other ports ... All ports	" 211,439	7,83,634	131,440	4,90,040
<b>Other sorts—</b>				
From Bombay ... Chief port	cwt. ...	...	6	32
" Madras ... Chief port	" 3,565	17,606	1,101	3,694
" Other ports ... Chief port	" ...	...	1,231	6,904
" Bengal ... All ports	" ...	...	...	...
" Burma ... Chief port	" ...	...	5,880	375
" Other ports ... All ports	" 1,027,910	64,272	1,175,796	77,279
<b>Grain in the husk—</b>				
From Madras ... Chief port	cwt. ...	...	44	308
" Bengal ... Chief port	" ...	...	8	16
" Other ports ... All ports	" 2,014	5,009	1,637	8,250
<b>Grain and Pulse—</b>				
Gram—				
From Madras ... Chief port	cwt. 624	2,262	4,178	14,808
" Burma ... Chief port	" 125	...	...	...
" Bengal ... All ports	" 5,149	55,805	6,314	65,834
" Other ports	" 51	351	148	1,689

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Hardware and Cutlery (including agricultural implements and plated-ware)—				
From Bombay ... Chief port ...	...	23,357	...	...
" Sind ... Kurrachee ...	...	1,023	...	...
" Madras ... Chief port ...	...	1,832	...	...
" ... Other ports ...	...	1,670	...	...
" Burma ... Chief port ...	...	4,077	...	...
" ... Other ports ...	...	755	...	...
" Bengal ... All ports ...	...	14,663	...	...
" Travancore ... Alleppey ...	...	...	...	...
Hemp—				
Raw—				
From Bombay ... Chief port ... cwt.	2,307	35,634	140	...
" Madras ... Other ports ...	475	7,162	182	...
" Bengal ... All ports ...	221	2,210	2,218	...
Hides and Skins—				
Hides, raw—				
From Madras ... Chief port ... cwt.	322	11,183	20	...
" ... Other ports ...	4,216	126,389	405	...
" Burma ... Chief port ...	10,321	2,74,166	2,637	...
" ... Other ports ...	491	20,123	296	...
" Bengal ... All ports ...	14,212	3,78,516	15,118	...
Hides, dressed or tanned—				
From Madras ... Chief port ... cwt.	518	27,650	579	...
" Bengal ... Other ports ...	49	1,250	22	...
" Burma ... Chief port ...	2	172	1	...
Skins, raw—				
From Sind ... Kurrachee ... cwt.	126	7,211	...	...
" Madras ... Chief port ...	1,045	1,07,010	5	...
" ... Other ports ...	39	4,000	2	...
" Burma ... Chief port ...	18	430	3	...
" ... Other ports ...	10	1,088	13	...
" Bengal ... All ports ...	401	34,485	641	...
Skins, dressed or tanned—				
From Madras ... Chief port ... cwt.	912	1,17,030	687	...
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	6	770	6	...

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
From Madras ... Chief port ...	...	...	867	7,310
" ... Other ports ...	...	...	10	200
From Burma ... Chief port ...	...	...	1	95
" ... Other ports ...	...	...	3	60
From Bengal ... All ports ...	...	...	644	19,950
Manufactured—				
From Madras ... Chief port ... lbs.	3,723	23,192	...	...
" ... Other ports ...	549	2,698	...	...
From Madras ... Chief port ... cwt.	20	240	...	...
" Burma ... Chief port ...	1,540	9,240	...	...
" Bengal ... All ports ...	506,372	49,31,481	200,191	14,71,096
Manufactured—				
From Madras ... Chief port ... No.	5,000	1,400	...	...
" ... Other ports ...	...	...	10,500	1,550
From Madras ... Chief port ...	6,800	1,056	3,800	565
" ... Other ports ...	4,145	697	4,680	945
" Bengal ... All ports ...	576,455	1,19,871	668,880	1,68,615
From Madras ... Chief port ... yds.	80	15	1,142	88
" ... Other ports ...	3,705	433	1,592	102
From Madras ... Chief port ... cwt.	...	...	70	1,400
" ... Other ports ...	78	1,155	28	329
From Madras ... Chief port ... cwt.	...	...	...	...
" ... Other ports ...	20	105	...	...
From Madras ... Chief port ... cwt.	84	1,800	...	...
" ... Other ports ...	20	510	...	...
From Madras ... Chief port ...	13,022	4,81,587	21,027	8,20,309
" ... Other ports ...	130	2,580	54	1,200
From Madras ... Chief port ... cwt.	96	4,000	16	450
From Madras ... Chief port ... gals.	...	...	150	280

## COASTING TRADE. 6

## IMPORTS

Statement showing the quantity and value of Country Goods imported coast-wise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.		INDIAN PRODUCE AND MANUFACTURES			
		1901-1902.		1902-1903.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Liquors—(Contd.)					
Spirits—					
Rum—					
From Madras	...	Other ports gals.	375	717	1,478
Other ports	...	All ports	110	750	1,188
From Madras	...	Other ports gals.	25,019	25,199	35,941
Metals—					
Unwrought—					
From Bombay	...	Chief port cwt.	30	1,500	...
" Madras	...	Chief port	751	28,191	...
" Bengal	...	All ports	28	750	54
From Bombay	...	Chief port cwt.	711	28,556	588
" Madras	...	Chief port	39	1,500	...
" Bengal	...	Chief port	8	250	...
" Barua	...	Chief port	201	6,235	119
" Bengal	...	Other ports	61	1,602	35
Copper—	...	All ports	852	89,654	702
Wrought—					
From Bombay	...	Chief port cwt.	67	27,495	538
" Madras	...	Other ports	17	528	1
" Barua	...	Chief port	23	7,413	48
" Bengal	...	Other ports	41	1,496	50
" All ports	...	All ports	53	6,110	301
Iron—	...	...	...	...	...
Wrought—					
From Bombay	...	Other ports cwt.	...	...	...
" Madras	...	Chief port	...	...	...
" Bengal	...	Other ports	...	...	...
Other ports—	...	All ports	160	833	4
From Madras	...	Other ports	...	...	...
" Barua	...	Other ports	...	...	...
" Bengal	...	All ports	...	...	...
" All ports	...	All ports	2,199	7,116	615
Tin—					
Wrought (including plates or sheets)—					
From Bombay	...	All ports cwt.	13	194	...
" Madras	...	Chief port	118	5,551	12
" Bengal	...	Chief port	114	6,800	...
" Barua	...	Chief port	1,890	70,892	1,602
" Bengal	...	Other ports	11	25	11
" All ports	...	Other ports	...	...	...
Metals unwrought—					
From Bombay	...	Chief port cwt.	13	194	...
" Madras	...	Chief port	118	5,551	12
" Bengal	...	Chief port	114	6,800	...
" Barua	...	Chief port	1,890	70,892	1,602
" Bengal	...	Other ports	11	25	11
" All ports	...	Other ports	...	...	...
Oil—					
Essential—					
From Bombay	...	Chief port gals.	...	...	...
" Madras	...	Chief port	...	...	...
" Bengal	...	Chief port	...	...	...
" Barua	...	Chief port	...	...	...
" Bengal	...	Other ports	...	...	...
" All ports	...	All ports	...	...	...

### COASTING TRADE.

## IMPORTS

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Year 1901-1902		Year 1902-1903		INDIAN PRODUCE AND MANUFACTURES.			
Articles and Ports from which Reported.				1901-1902.		1902-1903.	
				Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Opium							
From Burma	Chief port	gals.	13,425,401	52,03,237	7,449,227	68,51,184	
From Bengal	All ports		54,863	35,740	161,375	67,592	
Minerals							
From Burma	Chief port	gals.	2,661,078	15,25,021	2,818,959	13,82,788	
	Other ports		17,720	5,698	5,376	2,980	
From Bombay	Chief port	"	448	849	...	...	
From Bengal	All ports	"	91	30	...	...	
Woods							
From Burma	Chief port	cwt	930	20,583	1,280	26,580	
Grain, not essential							
Wheat							
From Madras	Chief port	gals.	10,814	26,818	47,308	16,157	
From Bengal	All ports	"	611	705	428	896	
From Pondicherry	...	"	...	...	1,112	804	
Corn							
From Bombay	Chief port	gals.	18	22	...	...	
From Madras	Other ports	"	929,621	14,29,886	1,482,588	21,41,982	
From Burma	Chief port	"	334	308	...	...	
From Bengal	All ports	"	39,407	50,333	93,338	94,567	
From Pondicherry	...	"	...	...	7,111	11,461	
From Cochin	Melpapuram	"	...	...	25,023	40,048	
Wool, not of ground-out							
From Madras	Chief port	gals.	20,431	31,346	24,681	25,849	
From Bengal	Other ports	"	224,371	10,30,330	10,263	7,159	
From Pondicherry	...	"	9,777	31,823	5,870	...	
Wool, not of ground-out							
From Madras	All ports	gals.	310	391	...	...	
From Bengal	Chief port	"	419	977	300	70	
From Burma	Other ports	"	...	...	...	14	
Wool, not of ground-out							
From Madras	Chief port	gals.	28,358	48,598	50,702	94,065	
From Bengal	All ports	"	...	...	...	...	
Wool, not of ground-out							
From Madras	Chief port	gals.	5	15	430	880	
From Bengal	Other ports	"	1,690	390	62	92	
From Pondicherry	...	"	...	...	...	...	

## COASTING TRADE. 5

## IMPORTS

Statement showing the quantity and value of Country Goods imported from Indian Ports into the Bengal Presidency during the years 1901-1902 and 1902-1903.

During the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.		INDIAN PRODUCE AND MANUFACTURES				Articles and Ports from which exported.		INDIAN PRODUCE AND MANUFACTURES					
		1901-1902.		1902-1903.				1901-1902.		1902-1903.			
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.			Quantity.	Value in Rupees.	Quantity.	Value in Rupees.		
<b>Oils—(Crude).</b>						<b>Oils—(Crude).</b>							
Other kinds—						From Bombay ... Chief port	gals.	45	168	...	...		
" Burma ... Chief port	"	9,221	11,270	1,581	...	" Madras ... Chief port	"	...	...	...	...		
" Bengal ... All ports	"	5,573	4,707	3,673	...	" Bengal ... All ports	"	803	680	...	...		
" Pondicherry ...	"	35	40	...	...	" Pondicherry ...	"	...	...	...	...		
<b>Provisions—</b>						<b>Provisions—</b>							
Butter—						From Bombay ... Chief port	lbs.	9,503	6,180	15,161	...		
From Bombay ... Chief port	"	...	...	1,280	...	" Burma ... Chief port	"	...	...	...	...		
From Pondicherry ...	"	...	...	...	...	From Pondicherry ...	"	...	...	...	...		
<b>Cheese—</b>						<b>Cheese—</b>							
From Pondicherry ...	lbs.	6	6	...	...	From Pondicherry ...	lbs.	...	...	...	...		
<b>Fish-maws and shell-fish—</b>						<b>Fish-maws and shell-fish—</b>							
From Bombay ... Chief port	lbs.	...	...	336	...	From Bombay ... Chief port	lbs.	...	...	...	...		
" Bengal ... All ports	"	16,132	23,640	11,584	...	" Bengal ... All ports	"	...	...	...	...		
<b>Fruits and Vegetables (dried, salted, or preserved).</b>						<b>Fruits and Vegetables (dried, salted, or preserved).</b>							
From Bombay ... Chief port	...	...	...	...	...	From Bombay ... Chief port	...	...	...	...	...		
" Sind ... Kurrachee	...	...	...	...	...	" Sind ... Kurrachee	...	...	...	...	...		
" Madras ... Chief port	...	...	...	...	...	" Madras ... Chief port	...	...	...	...	...		
" Burma ... Chief port	...	...	...	...	...	" Burma ... Chief port	...	...	...	...	...		
" Bengal ... Other ports	...	...	...	...	...	" Bengal ... Other ports	...	...	...	...	...		
" Bengal ... All ports	...	...	...	...	...	" Bengal ... All ports	...	...	...	...	...		
<b>Ghee—</b>						<b>Ghee—</b>							
From Bombay ... Chief port	...	...	...	...	...	From Bombay ... Chief port	...	...	...	...	...		
" Madras ... Chief port	...	...	...	...	...	" Madras ... Chief port	...	...	...	...	...		
" Bengal ... Other ports	...	...	...	...	...	" Bengal ... Other ports	...	...	...	...	...		
" Pondicherry ...	...	...	...	...	...	" Pondicherry ...	...	...	...	...	...		
" Mangalore ...	...	...	...	...	...	" Mangalore ...	...	...	...	...	...		
" Kattywar ...	...	...	...	...	...	" Kattywar ...	...	...	...	...	...		
" Porbandar ...	...	...	...	...	...	" Porbandar ...	...	...	...	...	...		
" Virval ...	...	...	...	...	...	" Virval ...	...	...	...	...	...		
<b>Dried fish (salted).</b>						<b>Dried fish (salted).</b>							
From Bombay ... Chief port	lbs.	29,080	2,700	19,552	...	From Bombay ... Chief port	lbs.	...	...	...	...		
" Madras ... Chief port	"	...	...	...	...	" Madras ... Chief port	"	...	...	...	...		
" Bengal ... Other ports	"	...	...	...	...	" Bengal ... Other ports	"	...	...	...	...		
" Bengal ... All ports	"	...	...	...	...	" Bengal ... All ports	"	...	...	...	...		
<b>Dried fish (unsalted).</b>						<b>Dried fish (unsalted).</b>							
From Bombay ... Chief port	lbs.	629,369	62,447	545,188	...	From Bombay ... Chief port	lbs.	...	...	...	...		
" Sind ... Kurrachee	"	12,208	1,080	9,772	...	" Sind ... Kurrachee	"	...	...	...	...		
" Madras ... Chief port	"	29,020	2,088	11,212	...	" Madras ... Chief port	"	...	...	...	...		
" Burma ... Other ports	"	38,617	2,708	43,917	...	" Burma ... Other ports	"	...	...	...	...		
" Bengal ... Other ports	"	18,613	3,273	1,148	...	" Bengal ... Other ports	"	...	...	...	...		
" Bengal ... All ports	"	77,732	10,886	...	...	" Bengal ... All ports	"	...	...	...	...		

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Seeds—(Cotton)</b>				
Rape—				
From Bengal ... All ports	cwt. 915	5,595	...	...
Til or Gingelly—				
From Madras ... Chief port	" 410	2,870	...	...
" Bombay ... Other ports	" 3,662	24,223	...	...
" Bengal ... All ports	" 15,365	51,301	...	...
" Burma ... Chief port	" 307	2,009	...	...
<b>Earthnut or Groundnut—</b>				
From Pondicherry ...	cwt. ...	...	...	...
" Madras ... Chief port	" 9,809	72,553	...	...
" Bengal ... Other ports	" 121	795	...	...
Other ports—				
From Bombay ... Chief port	cwt. 2,286	25,045	...	...
" Sind ... Chief port	" 38	751	...	...
" Madras ... Other ports	" 163	2,380	...	...
" Burma ... Chief port	" 1,017	6,638	...	...
" Bengal ... Other ports	" 6,628	29,214	...	...
<b>Shells and Cowries—</b>				
From Bombay ...				
" Madras ... Chief port	" ...	2,124	...	...
" Bengal ... Other ports	" ...	19,111	...	...
" Burma ... Chief port	" ...	30	...	...
" Kattywar ... Other ports	" ...	000	...	...
" Travancore ... Chief port	" ...	3,460	...	...
" Bengal ... Other ports	" ...	400	...	...
" All ports	" ...	1,200	...	...
<b>Spices—</b>				
Betal-roots—				
From Bombay ... Chief port	lbs. 80,307	10,012	119,044	...
" Madras ... Other ports	" 1,176	160	6,230	...
" Burma ... Chief port	" 266,150	25,791	166,540	...
" Bengal ... Other ports	" 30,893	2,468	27,184	...
" Travancore ... Chief port	" 4,338,492	3,99,427	4,759,924	...
" Alleppey ... Other ports	" ...	224	...	...
<b>Carrots—</b>				
From Bombay ... Chief port	lbs. 12,732	4,550	794	17
" Madras ... Other ports	" 13,718	26,510	12,308	...
" Burma ... Chief port	" 41,261	74,345	62,993	...
" Travancore ... Other ports	" 8,560	5,507	14,112	...
" Bengal ... Chief port	" 500	1,150	1,100	...
" All ports	" 1,904	600	...	...

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>—(Cotton.)</b>				
From Bombay ... Chief port	lbs. ...	...	11,700	2,375
" Madras ... Other ports	" 336	60	69,098	10,913
" Bengal ... All ports	" 8,624	1,665	27,001	3,564
" Travancore ... Alleppey	" ...	...	822	76
" Burma ... Chief port	" ...	...	110,889	35,680
From Bombay ... Chief port	lbs. 288,076	95,814	...	...
" Madras ... Other ports	" 4,800,722	14,49,015	6,087,339	15,37,530
" Bengal ... Chief port	" 1,171,897	3,86,569	1,053,230	0,27,720
" Travancore ... Alleppey	" 4,120	400	...	...
" Forcand ... Chief port	" 28,129	7,068	66,322	16,623
" Bengal ... All ports	" ...	...	...	...
From Madras ... Chief port	lbs. 65,031	8,200	2,007,296	1,70,819
" Other ports	" 554,690	88,412	1,809,008	1,67,305
" Chief port	" 815,277	1,02,208	4,044,993	3,69,384
" Burma ... Chief port	" 50,759	5,338	24,105	3,166
" Bengal ... All ports	" 148,209	13,911	480,188	46,601
<b>—(Cotton.)</b>				
From Bombay ... Chief port	lbs. 36,120	13,380	2,240	120
" Sind ... Chief port	" 1,944	240	15,732	1,270
" Madras ... Other ports	" 1,17,440	672	...	...
" Bengal ... All ports	" 1,180,688	1,080	1,001,500	97,098
" Travancore ... Alleppey	" 4,032	...	...	...
<b>—(Cotton.)</b>				
From Bombay ... Chief port	cwt. 56,635	43,863	...	...
" Madras ... Chief port	" 209	700	...	...
" Other ports	" 5	20	...	...
" Burma ... Chief port	" 11,495	11,444	...	...
" Kattywar ... Other ports	" 406	688	...	...
" Bengal ... All ports	" ...	...	...	...
<b>—(Cotton.)</b>				
From Bombay ... Chief port	cwt. 1,742	84,150	3,224	47,051
" Madras ... Other ports	" 181,080	15,80,410	104,952	4,070
" Bengal ... Chief port	" 61	210	104,952	9,82,018
" Travancore ... Other ports	" 15,639	2,95,587	26,394	2,90,808
" Bombay ... Chief port	cwt. 1,800	3,600	6,501	10,853
" Madras ... Other ports	" 130	645	...	...

## COASTING TRADE.

## IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports from which imported,		INDIAN PRODUCE AND MANUFACTURES			
		1901-1902.		1902-1903.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Sugar, unrefined—(Contd.)					
From Burma	Chief port cwt.	448	3,495	6,291	49,381
" Bengal	Other ports "	25	136	100	450
" All ports	"	7,611	44,328	6,388	50,131
From Bombay	Chief port lbs.	5,743	1,900	350	1,100
" Madras	Chief port "	2,270	1,431	21,000	12,000
" Other ports	"	65,950	16,100	84,310	21,000
" Burma	Chief port "	530	170	227	80
" Bengal	Other ports "	509	150	410	150
" All ports	"	791,894	3,60,406	929,241	4,100
Wood—					
From Madras	Other ports c. tons	6	505	1	1
" Burma	Chief port "	21,016	30,58,891	19,819	18,300
" Bengal	Other ports "	22,513	23,05,202	20,974	20,400
" All ports	"	65	6,932	105	15
" Travancore	Alleppey	...	...	18	...
Other timber—					
From Bombay	Chief port c. tons	...	...	3	5
" Madras	Chief port "	62	5,931	9	15
" Other ports	"	88	5,645	15	...
" Burma	Chief port "	404	15,038	363	...
" Other ports	"	6,000	3,10,434	7,656	4,100
" Bengal	All ports	2,415	1,87,093	2,579	2,500
" Travancore	Quilon	7	290	47	...
" Alleppey	"	...	...	...	...
Firewood—					
From Bengal	All ports tons	10	75	...	...
" Burma	Other ports	41	410	...	...
Ornaments—					
From Bombay	Chief port	...	...	...	...
" Madras	Chief port	...	...	...	...
" Bengal	Chief port	...	...	...	...
" All ports	"	...	...	...	...
Manufactures—					
From Bombay	Chief port	...	...	...	...
" Madras	Chief port	...	...	...	...
" Other ports	"	...	...	...	...
" Burma	Chief port	...	...	...	...
" Bengal	Chief port	...	...	...	...
" Other ports	"	...	...	...	...
" All ports	"	...	...	...	...
" Travancore	Quilon	...	...	...	...
" Alleppey	"	...	...	...	...

## COASTING TRADE—(Contd.)

## IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency during the official years 1901-1902 and 1902-1903.

		INDIAN PRODUCE AND MANUFACTURES.			
		1901-1902.		1902-1903.	
Articles and Ports from which imported.		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
From Burma	Chief port lbs.	4,480	481	..	..
Madras	Chief port	..	22,094	..	..
Bombay	Chief port	..	350	..	..
Madras	Chief port	..	33,880	..	..
Bombay	Chief port	..	750	..	..
The Articles of Merchandise—					
From Bombay	Chief port	..	16,811	..	6,478
Madras	Chief port	..	27,405	..	8,994
Bombay	Other ports	..	80,810	..	88,110
Madras	Chief port	..	27,405	..	48,864
Bombay	Other ports	..	7,683	..	4,585
Bombay	Other ports	..	7,601	..	10,775
Bombay	All ports	..	44,109	..	60,768
Bombay	Portandary	..	9,067	..	1,067
Travancore	Alleppey	..	100	..	..
Bombay	Portandary	..	..	..	1,360
Cochin	Malayapuram	..	..	..	..
From Bombay	Chief port	..	38,810	..	26,118
Madras	Chief port	..	1,420	..	5,495
Madras	Kurachee	..	8,043	..	8,460
Madras	Other ports	..	1,64,151	..	2,02,287
Madras	Chief port	..	8,170	..	1,621
Madras	Other ports	..	367	..	..
Travancore	Alleppey	..	61,417	..	81,621
Bombay	All ports	..	238	..	..
Pondicherry	Chief port	..	..	..	..
Travancore	Malayapuram	..	..	..	..
From Bombay	Chief port	..	1,71,162	..	1,21,683
Madras	Kurachee	..	14,402	..	9,622
Madras	Chief port	..	21,50,412	..	22,43,480
Madras	Other ports	..	72,01,57	..	76,71,78
Madras	Chief port	..	13,10,356	..	11,66,11
Madras	Other ports	..	30,00,070	..	32,50,018
Bombay	Chief port	..	1,48,37,578	..	18,600
Bombay	Other ports	..	13,648	..	81,65,528
Pondicherry	Chief port	..	1,43,758	..	9,29,532
Travancore	Alleppey	..	14,438	..	5,000
Travancore	Portandary	..	11,100	..	7,767
Travancore	Quilon	..	1,124	..	100
Travancore	Portandary	..	438	..	118
Kattaway	Bangalore	..	..	..	198
Kattaway	Viravul	..	..	..	68,820
Cochin	Malayapuram	..	..	..	..
GRAND TOTAL OF MERCHANDISE—		5,41,30,556	..	5,41,18,483	..

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported  
wise to Indian Ports from the Bengal Presidency during the  
years 1901-1902 and 1902-1903.

Articles and Ports to which exported.				FOREIGN MERCHANDISE.			
				1901-1902.		1902-1903.	
				Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Animals, living—							
Horses—							
To Bombay	Chief port	No.	...	...	...	1	...
" Madras	Chief port	"	...	...	...	2	...
" Burma	Chief port	"	...	...	...	86	...
" Other ports	"	"	...	...	...	2	...
Other kinds—							
To Bombay	Chief port	No.	...	...	...	1	...
" Madras	Chief port	"	...	...	...	2	...
Apparel (including haberdashery, millinery, etc., but excluding hosiery)—							
To Bombay	Chief port	...	...	...	4,098	...	...
" Sind	Chief port	...	...	...	300	...	...
" Madras	Chief port	...	...	...	17,134	...	...
" Other ports	"	...	...	...	32,713	...	...
" Burma	Chief port	...	...	...	3,14,103	...	...
" Other ports	"	...	...	...	3,00,217	...	...
" All ports	"	...	...	...	4,03,202	...	...
Boots and Shoes—							
To Madras	Chief port	...	...	...	...	6	...
" Burma	Chief port	...	...	...	50	...	...
" Bengal	Chief port	...	...	...	1,250	...	...
" All ports	"	...	...	...	40	...	...
Arms, Ammunition, and Military Stores—							
Fire-arms and parts thereof—							
To Sind	Chief port	...	...	...	100	...	...
" Madras	Chief port	...	...	...	150	...	...
" Burma	Chief port	...	...	...	20,092	...	...
" Other ports	"	...	...	...	2,226	...	...
" Bengal	Chief port	...	...	...	616	...	...
" All ports	"	...	...	...	248	...	...
" Travancore	Chief port	...	...	...	...	...	...
Gunpowder—							
To Burma	Chief port	...	...	...	...	1,254	...
" Other ports	"	...	...	...	205	...	...
" All ports	"	...	...	...	24	...	...
Other goods—							
To Bombay	Chief port	...	...	...	...	50	...
" Madras	Chief port	...	...	...	...	...	...
" Other ports	"	...	...	...	...	...	...
" Burma	Chief port	...	...	...	60	...	...
" Other ports	"	...	...	...	5,876	...	...
" Bengal	Chief port	...	...	...	512	...	...
" All ports	"	...	...	...	101	...	...
" Travancore	Chief port	...	...	...	5	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported  
wise to Indian Ports from the Bengal Presidency during the  
years 1901-1902 and 1902-1903.

Articles and Ports to which exported.				FOREIGN MERCHANDISE.			
				1901-1902.		1902-1903.	
				Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Books and printed matter (including maps and charts)—							
To Bombay	Chief port	cwt.	...	45	15,425	...	...
" Madras	Chief port	"	...	31	3,655	...	...
" Other ports	"	"	...	9	1,055	...	...
" Bengal	Chief port	"	...	111	21,257	...	...
" All ports	"	"	...	7	1,123	...	...
" Travancore	Chief port	"	...	5	680	...	...
" Alleppey	Chief port	"	...	5	270	...	...
Textiles—							
To Madras	Chief port	...	...	...	3,753	...	...
" Other ports	"	...	...	...	4,633	...	...
" Bengal	Chief port	...	...	...	12,538	...	...
" All ports	"	...	...	...	1,194	...	...
" Travancore	Chief port	...	...	...	6,100	...	...
" Alleppey	Chief port	...	...	...	116	...	...
Gold and Watches—							
To Bombay	Chief port	No.	...	3	500	1,003	2,150
" Madras	Chief port	"	...	...	...	904	2,200
" Bengal	Chief port	"	...	...	...	40	200
" All ports	"	"	...	...	...	3	30
" Travancore	Chief port	"	...	5,716	35,078	4,422	26,255
" Alleppey	Chief port	"	...	97	1,222	117	1,545
" Bengal	Chief port	"	...	3	225	...	...
" All ports	"	"	...	...	14	...	...
Gold, silver—							
To Bombay	Chief port	lbs.	...	9,755	9,025	...	...
" Madras	Chief port	"	...	3,390	15,100	...	...
" Bengal	Chief port	"	...	7,990	2,640	...	...
" All ports	"	"	...	60	700	...	...
" Travancore	Chief port	"	...	...	...	...	...



## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—				
Twist and yarn—				
To Bombay ... Chief port lbs ...	...	...	7,827	30
„ Sind ... „ „ „	...	...	4,800	35
„ Madras ... Chief port „	3,409	3,400	4,800	35
„ „ „ Other ports „	7,203	7,200	3,850	30
„ Burma ... Chief port „	1,650	65,890	113,920	8
„ „ „ Other ports „	542,227	6,29,677	553,694	123
„ Bengal ... All ports „	478,275	4,18,280	787,800	1,900
Manufactures—				
Piece-goods—				
Grey (unbleached)—				
To Bombay ... Chief port yds ...	465,672	43,914	57,140	15
„ Madras ... Chief port „	285,000	44,160	765,405	117
„ „ „ Other ports „	8,000	1,200	5,000	9
„ „ „ Chief port „	1,064,855	1,66,952	1,070,931	134
„ Bengal ... Other ports „	2,323,420	3,54,735	2,940,703	323
„ „ „ All ports „	3,488,205	5,28,140	6,471,120	10,023
„ Pondicherry ... „	...	...	134,000	165
White (bleached)—				
To Bombay ... Chief port yds ...	51,908	7,867	104,789	135
„ Sind ... „ „ „	...	...	24,640	37
„ Madras ... Chief port „	4,106,044	7,20,381	3,328,140	62,557
„ „ „ Other ports „	94,500	20,490	6,080	11
„ Burma ... Chief port „	2,813,488	5,67,741	2,160,037	33,935
„ „ „ Other ports „	78,140	16,051	76,800	12
„ Bengal ... All ports „	275,803	57,165	24,480	56
„ Travancore ... „	...	...	2,000	6
„ Pondicherry ... „	5,000	250	4,000	8
Coloured, printed or dyed—				
To Bombay ... Chief port yds ...	219,840	25,105	295,132	31,9
„ Madras ... Chief port „	97,200	22,650	33,200	72
„ „ „ Other ports „	...	...	3,850	5
„ Burma ... Chief port „	80,000	17,351	337,195	61,3
„ „ „ Other ports „	59,854	13,150	7,860	16
„ Bengal ... All ports „	41,440	9,103	...	...
Handkerchiefs and Shawls in the piece—				
To Madras ... Chief port No. ...	...	...	200	5
„ „ „ Chief port „	4,850	2,555	3,798	41
„ Bengal ... All ports „	...	...	374	8

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Wool—				
Woolen goods—				
To Madras ... Chief port ...	...	1,208	...	9,066
„ „ „ Other ports ...	...	550	...	1,600
„ Burma ... Chief port ...	...	1,640	...	15,892
„ „ „ Other ports ...	...	1,280	...	850
„ Bengal ... All ports ...	...	112	...	600
Drugs, Medicines, and Narcotics (excluding chemicals)—				
Drugs (chemicals)—				
To Bombay ... Chief port ...	...	18,480	...	11,800
„ Sind ... „ „ „	...	200	...	4,600
„ Madras ... Chief port ...	...	22,207	...	29,278
„ „ „ Other ports ...	...	11,600	...	10,918
„ „ „ Chief port ...	...	16,338	...	1,01,483
„ Burma ... Chief port ...	...	34,881	...	36,168
„ „ „ Other ports ...	...	7,154	...	10,214
„ Bengal ... All ports ...	...	150	...	730
„ Pondicherry ... „	...	179	...	...
„ Travancore ... „	...	...	...	...
„ Alleppee ... „	...	...	...	...
Manufactures—				
To Bombay ... Chief port lbs. ...	11,108	17,750	18,526	17,855
„ Sind ... „ „ „	4,234	6,100	9,450	5,150
„ Madras ... Chief port „	3,160	3,106	6,574	7,511
„ „ „ Other ports „	3,190	702	3,933	580
„ „ „ Chief port „	24,845	48,108	28,850	41,779
„ Burma ... Chief port „	1,076	981	100	100
„ „ „ Other ports „	768	801	800	833
„ Bengal ... All ports „	...	...	...	...
Woolen and Porcelain (excluding earthenware and pipes)—				
To Bombay ... Chief port ...	...	380	...	260
„ Madras ... Chief port ...	...	743	...	980
„ „ „ Other ports ...	...	30	...	250
„ „ „ Chief port ...	...	4,466	...	6,787
„ Burma ... Chief port ...	...	20,792	...	17,911
„ „ „ Other ports ...	...	2,152	...	3,357
„ Bengal ... All ports ...	...	...	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity	Value in Rupees.	Quantity	Value in Rupees.
Flax—				
Manufactures—				
To Bombay ... Chief port ...	...	17,422	...	...
" Madras ... Chief port ...	...	3,519	...	...
" Madras ... Other ports ...	...	1,200	...	...
" Burma ... Chief port ...	...	1,122	...	...
" Bengal ... Other ports ...	...	540	...	...
" All ports ...	...	6,303	...	...
Glass and Glassware—				
To Bombay ... Chief port ...	...	2,523	...	...
" Madras ... Chief port ...	...	8,031	...	...
" Madras ... Other ports ...	...	25,703	...	...
" Burma ... Chief port ...	...	25,223	...	...
" Bengal ... All ports ...	...	15,451	...	...
" Pondicherry ...	...	14,226	...	...
" Cutch ... Mandvi ...	...	500	...	...
" Mandvi ...	...	150	...	...
Hardware and Cutlery (including agricultural implements and plated wares)				
To Bombay ... Chief port ...	...	15,737	...	...
" Sind ... Chief port ...	...	12,345	...	...
" Madras ... Chief port ...	...	42,631	...	...
" Madras ... Other ports ...	...	12,345	...	...
" Burma ... Chief port ...	...	1,04,485	...	...
" Bengal ... All ports ...	...	26,399	...	...
" Travancore ... All ports ...	...	66,483	...	...
" Pondicherry ... All ports ...	...	12	...	...
" Cutch ... Mandvi ...	...	281	...	...
" Mandvi ...	...	...	...	...
Instruments, Apparatus and Appliances, and parts thereof—				
To Bombay ... Chief port ...	...	1,400	...	...
" Sind ... Chief port ...	...	23,449	...	...
" Madras ... Chief port ...	...	536	...	...
" Madras ... Other ports ...	...	22,012	...	...
" Burma ... Chief port ...	...	1,384	...	...
" Bengal ... All ports ...	...	5,316	...	...
" Travancore ... All ports ...	...	400	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Tea and Porter—				
To Bombay ... Chief port gals. ...	1,582	1,500	700	2,225
" Madras ... Chief port ...	1,161	3,041	274	11,385
" Madras ... Other ports ...	6,407	9,832	6,120	11,244
" Burma ... Chief port ...	3,292	8,492	4,201	10,379
" Bengal ... Other ports ...	1,391	3,988	682	1,744
" All ports ...	...	...	...	...
To Bombay ... Chief port gals. ...	10	209	94	1,140
" Sind ... Kurrachee ...	173	2,875	1,071	15,357
" Madras ... Chief port ...	163	2,997	97	1,727
" Madras ... Other ports ...	47	639	149	2,734
" Burma ... Chief port ...	362	4,446	396	9,989
" Bengal ... Other ports ...	138	1,643	50	901
" All ports ...	...	...	...	...
To Burma ... Chief port ...	...	301	20	147
" Bengal ... Other ports ...	168	734	70	454
" All ports ...	...	...	22	165
Spirits—				
To Bombay ... Chief port gals. ...	84	1,300	78	848
" Sind ... Kurrachee ...	83	1,300	80	800
" Madras ... Chief port ...	272	3,650	20	290
" Madras ... Other ports ...	280	3,692	205	2,638
" Burma ... Chief port ...	4,035	60,027	4,943	74,628
" Bengal ... Other ports ...	1,368	17,231	1,384	12,198
" Pondicherry ... All ports ...	621	6,094	188	1,888
" All ports ...	31	330	35	2,352
To Bombay ... Chief port gals. ...	30	180	1,578	5,372
" Sind ... Kurrachee ...	453	636	140	2,050
" Madras ... Chief port ...	431	5,101	194	7,167
" Madras ... Other ports ...	585	10,981	618	11,194
" Burma ... Chief port ...	237	3,933	407	4,977
" Bengal ... Other ports ...	491	7,057	530	7,057
" All ports ...	...	...	...	...
Salt of Liquors—				
To Bombay ... Chief port gals. ...	6	60	...	...
" Madras ... Chief port ...	2	10	...	...
" Sind ... Chief port ...	2	40	...	...
" Bengal ... Chief port ...	...	...	...	...
" All ports ...	...	...	...	...
Wool and Millwork—				
To Bombay ... Chief port ...	...	4,000	...	...
" Bengal ... Chief port ...	...	35,300	...	...
" All ports ...	...	350	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Machinery and Millwork—(Contd.)				
Other sorts of Machinery—				
To Bombay ... Chief port ...	...	1,750	...	...
" Sind ... Chief port ...	...	200	...	...
" Madras ... Chief port ...	...	9,000	...	...
" ... Other ports ...	...	14,550	...	...
" Burma ... Chief port ...	...	76,925	...	...
" ... Other ports ...	...	4,788	...	...
" Bengal ... All ports ...	...	10,164	...	...
" Travancore ... All ports ...	...	545	...	...
" Pondicherry ...	...	...	...	...
Matches—				
To Madras ... Chief port ...	...	800	...	...
" ... Other ports ...	...	2,670	...	...
" Burma ... Chief port ...	...	1,065	...	...
" ... Other ports ...	...	38,357	...	...
" Bengal ... All ports ...	...	27,925	...	...
Metals—				
Brass—				
Unwrought—				
To Burma ... Other ports cwt. ...	...	...	1	...
Wrought—				
To Bombay ... Chief port cwt. ...	75	4,500	37	...
" Madras ... Chief port ...	...	4,042	18	...
" ... Other ports ...	61	4,042	18	...
" Burma ... Chief port ...	29	1,720	16	...
" ... Other ports ...	7	486	14	...
" Bengal ... All ports ...	103	4,673	105	...
Copper—				
Old, for re-manufacture—				
To Bengal ... All ports cwt. ...	35	1,510	191	...
Unwrought—				
To Madras ... Chief port cwt. ...	...	...	29	...
" ... Other ports ...	...	765	...	...
" Burma ... Chief port ...	17	60	137	...
" ... Other ports ...	...	2	...	...
" Bengal ... All ports ...	12	480	1,551	...
Wrought—				
To Bombay ... Chief port cwt. ...	8	970	10	...
" Madras ... Chief port ...	...	600	...	...
" ... Other ports ...	46	2,570	...	...
" Burma ... Chief port ...	40	2,302	211	...
" ... Other ports ...	2	165	...	...
" Bengal ... All ports ...	267	10,032	868	...

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## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
For re-manufacture—				
To Madras ... Chief port cwt. ...	11	58	120	100
" ... Other ports ...	70	565	130	851
" Burma ... Chief port ...	80	320	...	...
" ... Other ports ...	1,999	6,250	1,109	3,671
" Bengal ... All ports ...	...	...	...	...
Wool—				
To Madras ... Chief port cwt. ...	1,788	6,215	205	700
" ... Other ports ...	...	...	20	67
" Burma ... Chief port ...	490	1,512	3,603	13,055
" ... Other ports ...	120	486	209	942
" Bengal ... All ports ...	...	...	...	...
Woolen, cables and knettledge—				
To Bombay ... Chief port cwt. ...	10	100	...	2,651
" ... Other ports ...	11	194	307	300
" Madras ... Chief port ...	13	300	30	300
" ... Other ports ...	313	2,775	484	3,531
" Burma ... Chief port ...	114	1,415	40	538
" ... Other ports ...	119	1,183	436	9,002
" Bengal ... All ports ...	...	...	...	...
Wool, hilt and rod—				
To Bombay ... Chief port cwt. ...	12	240	40	275
" ... Other ports ...	...	2,775	410	3,146
" Madras ... Chief port ...	331	1,046	76	666
" ... Other ports ...	130	538	6,881	2,000
" Burma ... Chief port ...	1,773	9,331	260	4,521
" ... Other ports ...	192	1,488	...	...
" Bengal ... All ports ...	742	6,217	564	400
Wool—				
To Bombay ... Chief port cwt. ...	...	5,013	478	3,354
" ... Other ports ...	214	1,533	100	917
" Madras ... Chief port ...	...	5,191	922	6,701
" ... Other ports ...	789	6,860	781	5,225
" Burma ... Chief port ...	1,086	5,514	841	6,870
" ... Other ports ...	616	5,514	...	...
" Bengal ... All ports ...	...	...	...	...
Wool—				
To Madras ... Chief port cwt. ...	65	863	...	703
" ... Other ports ...	131	1,400	99	...
" Burma ... Chief port ...	89	956	...	...
" ... Other ports ...	81	435	...	...
" Bengal ... Chief port ...	44	542	28	265
" ... Other ports ...	23	92	30	265
" Pondicherry ...	...	...	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Metals—(Contd.)</b>				
<b>Iron—(Contd.)</b>				
Nails, screws, rivets, washers—				
To Bombay ... Chief port cwt.	26	260	...	...
" Madras ... Chief port "	82	1,282	...	...
" Madras ... Other ports "	130	1,163	33	...
" Burma ... Chief port "	212	3,359	30	...
" Bengal ... Chief port "	199	2,005	149	...
" All ports "	302	3,921	344	...
<b>Sheets and plates—</b>				
To Sind ... Kurrachee cwt.	...	...	504	...
" Madras ... Chief port "	285	2,386	47	...
" Madras ... Other ports "	140	3,008	493	...
" Burma ... Chief port "	170	7,498	209	...
" Bengal ... Chief port "	183	1,411	111	...
" All ports "	116	1,142	277	...
<b>Wire—</b>				
To Madras ... Chief port cwt.	...	...	5	...
" Madras ... Other ports "	...	...	45	...
" Bengal ... Chief port "	2	54	13	...
" All ports "	...	...	...	...
<b>Other Manufacturers of wrought or cast iron, or of iron mixed with steel—</b>				
To Bombay ... Chief port cwt.	108	766	141	...
" Madras ... Chief port "	2,234	19,771	2,031	...
" Madras ... Other ports "	2,318	27,444	2,530	...
" Burma ... Chief port "	3,387	27,939	2,745	...
" Bengal ... Chief port "	1,395	15,736	1,105	...
" Pondicherry ... Chief port "	2,212	19,387	1,86	...
" Kottayam ... Chief port "	115	1,260	...	...
" Travancore ... Chief port "	13	351	28	...
" All ports "	...	...	...	...
<b>Lead—</b>				
To Madras ... Chief port cwt.	29	541	4	...
" Madras ... Other ports "	222	2,015	2	...
" Burma ... Chief port "	91	1,638	68	...
" Bengal ... Chief port "	321	4,860	376	...
" All ports "	450	7,863	471	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Aluminium—</b>				
To Madras ... Other ports lbs.	1,542	2,280	616	1,120
" Madras ... Chief port "	3,808	5,160	5,152	8,000
" Bengal ... All ports "	402	600	298	850
<b>Lead—</b>				
To Bombay ... Chief port cwt.	1	252	...	...
" Madras ... Chief port "	5,062	35,235	2,368	16,220
" Madras ... Other ports "	305	2,674	773	6,514
" Bengal ... Chief port "	3,576	28,071	3,078	26,700
" Bengal ... Other ports "	201	1,571	919	2,447
" Travancore ... All ports "	200	5,580	665	8,835
" Alleppey ... All ports "	...	...	115	738
<b>Steel—</b>				
To Bombay ... Chief port cwt.	15	300	...	...
" Madras ... Chief port "	108	2,400	28	1,190
" Madras ... Other ports "	204	6,895	62	1,198
" Bengal ... Chief port "	91	8,904	44	3,309
" Bengal ... Other ports "	20	851	27	722
" All ports "	123	7,670	340	23,005
<b>Steel spelter—</b>				
To Bombay ... Chief port cwt.	102	1,734	...	...
" Madras ... Chief port "	...	...	11	251
" Madras ... Other ports "	211	3,778	17	320
" Bengal ... Chief port "	25	510	47	1,034
" Bengal ... Other ports "	153	3,182	209	5,324
" All ports "	638	13,370	1,183	20,876
<b>Unenumerated—</b>				
To Bombay ... Chief port cwt.	39	4,905	92	1,884
" Madras ... Chief port "	1,047	1,13,282	374	39,423
" Madras ... Other ports "	112	10,422	112	1,230
" Bengal ... Chief port "	291	10,423	84	3,070
" Bengal ... Other ports "	6	763	2	170
" All ports "	399	16,621	122	6,368
<b>Iron—</b>				
To Madras ... Chief port gals.	24,540	13,727	...	...
" Madras ... Other ports "	4,989	3,169	1,408	1,203
" Bengal ... Chief port "	4,951	2,698	930	573
" Bengal ... Other ports "	27,475	16,434	14,007	8,414
" All ports "	51,669	23,282	159,363	82,017

COASTING TRADE.  
EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.		FOREIGN MERCHANTS.			
		1901-1902.		1902-1903.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Oils.—(Contd.)</b>					
<b>Other kinds—</b>					
To Bombay	Chief port	6,200	7,475	855	...
...	Chief port	...	...	...	...
... Madras	Other ports	76,474	69,432	76,047	...
...	Other ports	5,410	5,288	5,319	...
... Burma	Chief port	70,645	62,716	58,711	...
...	Other ports	4,50	6,464	3,653	...
... Bengal	All ports	412	484	353	...
...	All ports	633	450	720	...
... Travancore	Alleppey	1,041	750	—	...
...	Kotteladi	1,633	—	—	...
<b>Other sorts of Oil—</b>					
To Bombay	Chief port	gals.	12	10	...
...	Chief port	...	...	...	...
... Madras	Other ports	35	94	...	...
...	Other ports	53	148	...	...
... Burma	Chief port	38	118	...	...
...	Other ports	196	1,214	170	...
... Bengal	All ports	575	1,914	478	...
...	All ports	308	933	376	...
<b>Fats and Oils (including paint's materials)—</b>					
To Bombay	Chief port	...	...	...	...
...	Chief port	...	...	...	...
... Madras	Other ports	...	1,401	...	...
...	Other ports	...	4,068	...	...
... Burma	Chief port	...	11,857	...	...
...	Other ports	...	3,565	...	...
... Bengal	All ports	...	12,533	...	...
...	All ports	...	...	...	...
<b>Paper and Pasteboard—</b>					
To Bombay	Chief port	...	...	570	...
...	Chief port	...	...	6,486	...
... Madras	Other ports	...	...	400	...
...	Other ports	...	...	15,927	...
... Burma	Chief port	...	...	848	...
...	Other ports	...	...	140	...
... Bengal	All ports	...	...	50	...
...	All ports	...	...	...	...
<b>Provisions—</b>					
<b>Fruits and vegetables, dried, salted or preserved</b>					
To Bombay	Chief port	...	...	...	...
...	Chief port	...	...	...	...
... Madras	Other ports	...	...	...	18
...	Other ports	...	72	...	...
... Burma	Chief port	...	...	12	158
...	Other ports	...	...	804	297
... Bengal	All ports	...	...	71	73
...	All ports	...	...	...	263

COASTING TRADE.  
EXPORTS.

showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which Exported.		FOREIGN MERCHANDISE.				
		1901-1902.		1902-1903.		
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
<i>(Contd.)</i>						
Wool—						
To Bombay	Chief port	cwt.	58	1,125	132	2,641
To Madras	Chief port	"	"	"	18	15
	Other ports	"	1	50	1	10
To Burma	Chief port	"	1	20	28	375
	Other ports	"	36	397	"	"
To Bengal	All ports	"	13	201	49	907
Wool of provisions—						
To Madras	Chief port	lbs.	"	"	191	160
To Bengal	Chief port	"	580	421	353	144
	Other ports	"	"	"	12	9
To Bengal	All ports	"	"	"	282	175
Wool—						
To Madras	Chief port	lbs.	1,540	1,540	2,300	2,300
To Bengal	Chief port	lbs.	993	624	"	"
	All ports	"	"	"	108	80
Wool—						
To Bombay	Chief port	cwt.	17	940	51	7,793
	Karachee	"	5	500	1	50
To Madras	Chief port	"	44	3,088	72	1,795
	Other ports	"	207	11,143	72	7,795
To Burma	Chief port	"	138	9,556	845	24,628
	Other ports	"	516	28,273	670	37,856
To Bengal	All ports	"	745	19,079	175	17,511
Wool and Rolling-stock—						
To Bombay	Chief port	"	10,850	"	9,377	"
	Chief port	"	2,041	"	618	"
To Madras	Chief port	"	"	167,146	320	"
	Other ports	"	"	"	8,897	"
To Burma	Chief port	"	11,431	"	70	"
	Other ports	"	"	"	16,315	"
To Bengal	All ports	"	"	"	"	"
To Madras	Other ports	tons.	2	150	"	"
To Burma	Chief port	"	1	10	6	622
	Other ports	"	"	40	"	28
To Travancore	Allepy	"	"	"	"	"
	All ports	"	5,546	4,771,199	4,344	3,069,890
Wool—						
To Madras	Other ports	lbs.	168	20	"	"
To Bengal	All ports	"	4,358	410	168	12

## COASTING TRADE.

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Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Spices—(Canele.)				
Cardamoms—				
To Bombay ... Chief port lbs.	...	...	1,120	...
" Bengal ... All ports "	...	...	336	...
Cloves—				
To Madras ... Chief port lbs.	112	25	...	...
" Burma ... Other ports "	504	225	112	...
" Bengal ... All ports "	2,310	390	2,172	...
Nutmegs—				
To Bombay ... Chief port lbs.	...	...	903	...
" Burma ... Other ports "	784	340	504	...
" Bengal ... All ports "	716	540	224	...
Pepper—				
To Madras ... Chief port lbs.	...	...	560	...
" Burma ... Other ports "	...	...	866	...
" Bengal ... All ports "	1,448	405	784	...
Other sorts—				
To Bombay ... Chief port lbs.	...	...	896	...
" Madras ... Chief port "	...	...	1,064	...
" Burma ... Other ports "	1,988	429	1,112	...
" Bengal ... Chief port "	1,008	250	45	...
" Bengal ... Other ports "	15,585	3,882	4,812	...
" Bengal ... All ports "	17,177,060	2,671,102	481,553	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
... (excluding paper) —				
To Madras ... Chief port ...	...	...	...	3,541
" Other ports ...	...	...	...	1,570
" Burma ... Chief port ...	...	...	...	14,958
" Other ports ...	...	...	...	2,753
" Bengal ... All ports ...	...	...	...	7,869
... (including parasols and sunshades) —				
To Bombay ... Chief port No.	5,130	3,770	9,540	5,100
" Madras ... Chief port "	2,412	2,981	10,068	7,944
" Other ports ...	6,600	5,388	432	394
" Bengal ... Chief port "	35,132	28,286	30,202	30,844
" Other ports ...	11,888	13,120	13,548	1,715
" Pondicherry ... All ports "	2,409	2,568	1,864	2,068
" Pondicherry ... All ports "	240	200	600	500
... (Other ports) lbs.	...	...	2,392	625
... (Chief port) yds.	...	...	4,504	2,862
... (Other ports) "	...	...	419	466
... (All ports) "	...	...	1,650	1,204
To Rangoon ... Chief port No.	...	...	3,292	14,080
To Bombay ... Chief port lbs.	...	...	17,820	4,884
" Madras ... Chief port "	...	...	200	167
" Burma ... Chief port "	...	...	65,620	47,358
" Bengal ... Other ports "	...	...	1,608	1,745
" Bengal ... All ports "	...	...	2,435	1,172
Other Articles of Merchandise—				
Unmanufactured—				
To Bombay ... Chief port ...	...	880	...	6,540
" Madras ... Chief port ...	...	1,218	...	16,100
" Burma ... Chief port ...	...	2,187	...	1,824
" Bengal ... Chief port ...	...	3,623	...	2,639
" Bengal ... Other ports ...	...	3,477	...	1,997
" Bengal ... All ports ...	...	10,712	...	3,001

# COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	FOREIGN MERCHANDISE			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
All other Articles of Merchandise—(Contd.)				
Manufactured—				
To Bombay	...	...	...	...
" Sind ...	Chief port	18,332	...	...
" Madras ...	Karachee	441	...	...
" ...	Chief port	21,296	...	...
" Burma ...	Other ports	13,994	...	...
" Bengal ...	Chief port	89,114	...	...
" Travancore ...	Other ports	29,639	...	...
" Pondicherry ...	All ports	49,719	...	...
" Alleppey ...	...	375	...	...
" ...	...	249	...	...
Total Merchandise—	...	...	...	...
To Bombay	Chief port	2,41,732	...	...
" Sind ...	Karachee	9,421	...	...
" Madras ...	Chief port	12,82,560	...	...
" ...	Other ports	2,92,484	...	...
" Burma ...	Chief port	20,66,495	...	...
" Bengal ...	Other ports	16,41,045	...	...
" Pondicherry ...	All ports	4,095	...	...
" Kattiyar ...	...	150	...	...
" Travancore ...	...	351	...	...
" ...	...	2,523	...	...
" Cutch ...	...	716	...	...
" ...	...	150	...	...
GRAND TOTAL OF MERCHANDISE	...	80,85,196	...	88,35,196

# COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

INDIAN PRODUCE AND MANUFACTURES.							
Articles and Ports to which exported.				1901-1902.		1902-1903.	
				Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Fish, living—							
To Bombay	Chief port	No.		2	600	1	1,000
Madras	Chief port	"		2	450	...	...
Burma	Chief port	"		207	52,787	268	77,965
Bengal	Chief port	"		2	520	6	3,200
Bengal	Other ports	"		2	416	1	100
Bengal	All ports	"		4	936	7	4,200
Grain, kinds—							
To Bombay	Chief port	No.		92,887	2,34,622	112,045	2,18,075
Burma	Chief port	"		460	1,543	270	674
Bengal	Other ports	"		463	12,757	104	135
Bengal	All ports	"		923	14,300	374	4,809
Clothing (including drapery, haberdashery, hosiery, etc., excluding hosiery)—							
To Bombay	Chief port	"		...	14,003	...	4,820
Bombay	Karachee	"		...	408	...	1,400
Madras	Chief port	"		...	8,511	...	10,110
Madras	Other ports	"		...	33,072	...	10,825
Burma	Chief port	"		...	9,13,167	...	3,03,030
Bengal	Chief port	"		...	1,02,002	...	92,078
Bengal	Other ports	"		...	23,740	...	39,081
Pondicherry	All ports	"		...	200	...	740
Cutch	...	"		...	400	...	300
Kattiyar	Mangrol	"		...	400	...	1,700
Travancore	Veraval	"		...	70	...	...
Travancore	Alleppey	"		...	200	...	564
Grain, kinds—							
To Bombay	Chief port	per.		122	650	...	...
Bombay	Chief port	"		85	...	...	...
Madras	Chief port	"		4	20	...	...
Madras	Other ports	"		100	160	800	2,725
Burma	Chief port	"		68,304	1,47,969	51,119	1,27,720
Bengal	Chief port	"		6,776	15,367	9,107	12,303
Bengal	Other ports	"		400	775	1,506	2,139
Bengal	All ports	"		10,176	16,142	10,613	14,442
Grain, kinds—							
To Bombay	Chief port	"		...	...	...	49,080
Bombay	Chief port	"		...	...	...	785
Madras	Chief port	"		...	...	...	631
Madras	Other ports	"		...	...	...	8,292
Burma	Chief port	"		...	...	...	538
Burma	Other ports	"		...	...	...	1,322
Bengal	All ports	"		...	...	...	3,500
Pondicherry	...	"		...	...	...	10
Travancore	...	"		...	...	...	...
Travancore	Alleppey	"		...	...	...	...

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Building and Engineering Materials—</b>				
Bricks and tiles—				
To Bombay ... Chief port	No.	3,089	383	...
„ Burma ... Chief port	...	40,356	6,165	...
„ Bengal ... Other ports	...	8,740	396	...
„ All ports	...	2,169	4,078	...
Chalk and lime—				
To Madras ... Other ports	cwt.	25	87	...
„ Burma ... Chief port	...	631	2,024	...
„ Bengal ... Other ports	...	47	128	...
„ All ports	...	9,231	6,179	...
Other sorts—				
To Madras ... Chief port	...	...	550	...
„ Burma ... Other ports	...	...	15,161	...
„ Bengal ... Chief port	...	...	6,465	...
„ All ports	...	...	365	...
Cabinet ware and furniture—				
To Bombay ... Chief port	...	...	151	...
„ Madras ... Chief port	...	...	1,066	...
„ Burma ... Other ports	...	...	1,874	...
„ Bengal ... Chief port	...	...	49,245	...
„ All ports	...	...	15,593	...
„ Pondicherry ... Other ports	...	...	2,198	...
„ All ports	...	...	25	...
Carriages and Carts (excluding railway carriages) and parts thereof—				
To Bombay ... Chief port	...	...	1,000	...
„ Madras ... Chief port	...	...	4,820	...
„ Bengal ... Other ports	...	...	979	...
„ Pondicherry ... Chief port	...	...	38,261	...
„ All ports	...	...	5,887	...
„ Pondicherry ... All ports	...	...	4,672	...
„ All ports	...	...	30	...
Chemicals—				
Khaf Salt—				
To Madras ... Other ports	cwt.	135	550	15
„ Burma ... Chief port	...	77	262	...
„ Bengal ... Other ports	...	...	...	81
„ All ports	...	2,134	3,047	3,344

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.		INDIAN PRODUCE AND MANUFACTURES.			
		1901-1902.		1902-1903.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Opium—</b>					
Chief port	cwt.	1,385	16,505	844	7,942
Other ports	...	995	8,858	134	1,502
Burma	...	6	77	25	94
Chief port	...	16	233	85	311
Other ports	...	123	1,258	199	2,175
All ports	...	...	886	1,100	1,748
Bengal	...	...	...	...	...
Pondicherry	...	...	...	...	...
Madras	...	...	...	...	...
Chief port	cwt.	488	8,269	65	505
Other ports	...	177	1,288	340	2,485
Burma	...	...	15	79	48
Chief port	...	29	322	48	63
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	5,675	...	4,010
Other ports	...	...	16,043	...	17,600
Burma	...	...	8,186	...	36,493
Chief port	...	...	29,686	...	19,949
Other ports	...	...	1,494	...	4,955
Bengal	...	...	4,955	...	90
Chief port	...	...	90	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
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Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
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Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
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Bengal	...	...	...	...	...
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Chief port	...	...	...	...	...
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Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
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Bengal	...	...	...	...	...
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Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
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Chief port	...	...	...	...	...
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Chief port	...	...	...	...	...
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Chief port	...	...	...	...	...
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Chief port	...	...	...	...	...
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Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
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Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
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Bengal	...	...	...	...	...
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Bengal	...	...	...	...	...
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Chief port	...	...	...	...	...
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Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...
Bengal	...	...	...	...	...
Chief port	...	...	...	...	...
Other ports	...	...	...	...	...



# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—				
Raw—				
To Bombay ... Chief port	cwt	1,435	28,880	133
„ Burma ... (Chief port	„	944	11,472	603
„ Bengal ... (Other ports	„	104	1,084	210
„ All ports	„	16,774	8,49,781	27,211
Twist and Yarn—				
To Bombay ... Chief port	lbs.	24,400	9,975	3,000
„ Madras ... Other ports	„	800	237	3,000
„ Bengal ... (Chief port	„	2,143,943	7,09,410	2,897,289
„ All ports	„	18,547	26,917	29,201
„ Bengal ... Other ports	„	3,003,200	12,21,824	2,702,900
Manufactures—				
Piece-goods—				
Grey (unbleached)—				
To Bombay ... Chief port	yds.	4,750	687	...
„ Madras ... Other ports	„	198	75	...
„ Burma ... (Chief port	„	686,177	1,02,492	314,757
„ Bengal ... Other ports	„	1,950	300	2,030
„ Pondicherry ... All ports	„	4,000	600	24,000
„ All ports	„	...	...	8,000
White (bleached)—				
To Bombay ... Chief port	yds.	...	...	24,648
„ Madras ... Other ports	„	392	95	...
„ Bengal ... (Chief port	„	28,275	5,247	76,175
„ Travancore ... Other ports	„	3,000	800	785
„ All ports	„	...	...	800
Coloured, printed, or dyed—				
To Bombay ... Chief port	yds.	...	...	20,800
„ Madras ... Other ports	„	1,265	140	...
„ Bengal ... (Chief port	„	184,800	26,806	181,824
„ All ports	„	1,264	215	274
„ Bengal ... Other ports	„	800	80	6,000
Handkerchiefs and Shawls in the piece—				
To Bombay ... Chief port	No	1,000	250	1,641
„ Bengal ... All ports	„	...	...	680

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
—(Contd.)				
Medicines—(Contd.)				
To Bombay ... Chief port	lbs.	...	2,000	18,276
„ Madras ... (Chief port	„	...	72	25
„ Bengal ... Other ports	„	...	100	1,700
„ All ports	„	...	10,333	87,240
„ Bengal ... Other ports	„	...	1,129	1,129
„ All ports	„	...	454	492
Medicines and Narcotics (excluding chemicals)—				
To Bombay ... Chief port	...	10,232	...	18,678
„ Madras ... (Chief port	...	7,392	...	6,884
„ Bengal ... Other ports	...	6,246	...	3,854
„ All ports	...	19,759	...	24,864
„ Bengal ... Other ports	...	2,588	...	5,120
„ All ports	...	14,822	...	25,677
Medicines (excluding chemicals)—				
To Bombay ... Chief port	...	10,232	...	18,678
„ Madras ... (Chief port	...	7,392	...	6,884
„ Bengal ... Other ports	...	6,246	...	3,854
„ All ports	...	19,759	...	24,864
„ Bengal ... Other ports	...	2,588	...	5,120
„ All ports	...	14,822	...	25,677
Manufactures—				
To Bombay ... Chief port	lbs.	328	40	168
„ Madras ... Other ports	...	10,829,616	15,52,576	11,508,273
„ Bengal ... (Chief port	...	5,491,638	10,19,356	4,484,760
„ All ports	...	1,467,232	1,50,427	1,368,409
„ Bengal ... Other ports	...	...	...	1,31,163
„ All ports	...	...	...	84
Medicines—				
To Bombay ... Chief port	lbs.	406	510	760
„ Madras ... (Chief port	...	1,684	719	87
„ Bengal ... Other ports	...	104	150	...
„ All ports	...	...	...	...
Medicines—				
To Bombay ... Chief port	lbs.	4,536	627	6,749
„ Madras ... Other ports	...	1,249	221	3,778
„ Bengal ... (Chief port	...	73,943	8,801	85,829
„ All ports	...	151,925	28,255	185,705
„ Bengal ... Other ports	...	61,954	11,239	45,544
„ All ports	...	45,952	8,811	21,958
„ Bengal ... Other ports	...	...	...	218
„ All ports	...	...	...	30

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value In Rupees.	Quantity.	Value In Rupees.
<b>Dyeing and Tanning Materials—</b>				
Cutch—				
To Bombay ... Chief port cwt.	45	1,555	30	...
" Sind ... Kaverchee "	...	...	...	...
" Madras ... Other ports "	65	1,588	23	...
" Burma ... Chief port "	9	292	10	...
" Bengal ... All ports "	42	695	310	...
Gambier—				
To Bengal ... All ports cwt	...	...	15	...
<b>Indigo—</b>				
To Bombay ... Chief port cwt.	38	7,440	131	...
" Madras ... Chief port "	160	38,390	61	...
" Burma ... Other ports "	11	3,330	5	...
" Bengal ... All ports "	18	2,220	6	...
" Pondicherry ... "	...	160	...	...
Myrabollans—				
To Burma ... Chief port cwt.	1	5	...	...
" Bengal ... Other ports "	32	165	24	...
" All ports "	1,020	7,975	4,459	...
<b>Turneric—</b>				
To Bombay ... Chief port cwt.	329	4,271	...	...
" Madras ... Other ports "	1	8	3	...
" Burma ... Chief port "	...	...	31	...
" Bengal ... Other ports "	...	...	...	...
" All ports "	285	2,391	491	...
<b>Other sorts (including lac-dye)—</b>				
To Bombay ... Chief port cwt.	...	...	...	...
" Madras ... Other ports "	...	...	16	...
" Burma ... Chief port "	534	1,083	291	...
" Bengal ... Other ports "	159	1,565	219	...
" All ports "	32	369	35	...
" Pondicherry ... "	484	3,838	338	...
<b>Folders, Bean and Cattle-food (including hay and straw)—</b>				
Oil-cake—				
To Madras ... Chief port cwt.	22	40	3	...
" Bengal ... All ports "	594	2,020	202	...
" Pondicherry ... "	...	...	29	...

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value In Rupees.	Quantity.	Value In Rupees.
<b>Wool, Hair and Cattle-food (including hay and straw)—(Contd.)</b>				
Other sorts—				
To Madras ... Chief port cwt.	26,386	82,043	29,713	88,060
" Other ports ... "	1,427	3,899	3,703	7,686
" Chief port ... "	8,084	26,373	11,167	41,950
" Burma ... Other ports "	1,116	4,634	1,185	4,607
" Bengal ... All ports "	1,079	6,813	2,238	8,033
" Pondicherry ... "	129	339	166	501
<b>Grain and Vegetables—</b>				
Wheat—				
" Chief port No.	5,650	227	1,000	50
" Other ports "	101,468	4,135	159,757	6,407
" All ports "	38,120	11,516	395,400	11,426
" Bengal ... "	...	...	...	...
" Coconut-kernel—				
To Bengal ... All ports cwt.	3	10	9	18
<b>Other sorts—</b>				
To Madras ... Chief port ...	...	10	...	...
" Other ports ...	...	51,635	...	55,868
" Burma ... Chief port ...	...	2,854	...	15,307
" Bengal ... Other ports ...	...	2,865	...	2,293
" All ports ...	...	...	...	...
<b>Spices, fresh—</b>				
To Madras ... Chief port ...	...	46,841	...	7,760
" Other ports ...	...	10,202	...	373
" Chief port ...	...	57,314	...	7,36,495
" Burma ... Chief port ...	...	55,814	...	1,16,688
" Bengal ... Other ports ...	...	35,989	...	54,594
" All ports ...	...	659	...	150
" Pondicherry ... "	...	...	...	...
<b>Grain and Pulse—</b>				
Wheat—				
To Madras ... Chief port cwt.	218	1,219	1,306	6,715
" Chief port ...	13,369	56,494	16,274	82,064
" Other ports ...	3	18	21	126

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Grain and Pulse—(Contd.)</b>				
<b>Gram—</b>				
To Bombay	Chief port cwt.	279	1,150	15,398
" Madras	Chief port "	165,497	7,80,478	241,519
" Other ports "		38,010	1,18,420	10,447
" Burma	Chief port "	61,624	2,30,508	23,250
" Other ports "		3,114	14,877	2,159
" Bengal	All ports "	6,818	30,629	5,831
" Pondicherry		2,178	10,240	1,682
" Calcutta		---	---	---
<b>Jowar and Bajra—</b>				
To Bombay	Chief port cwt.	2,033	8,147	---
" Madras	Chief port "	109	550	---
" Other ports "		85	401	171
" Burma	Chief port "	62	402	28
" Other ports "		75	309	---
" Bengal	All ports "	---	---	---
<b>Oats—</b>				
To Bombay	Chief port cwt.	3,670	14,967	1,195
" Madras	Chief port "	14,601	58,214	19,243
" Other ports "		103	440	37
" Burma	Chief port "	4,285	14,440	4,016
" Other ports "		3	35	---
" Bengal	All ports "	37	150	8
<b>Pulse—</b>				
To Bombay	Chief port cwt.	9,362	39,834	24,896
" Madras	Chief port "	171,859	8,02,047	137,279
" Other ports "		20,468	1,23,970	15,953
" Burma	Chief port "	131,650	8,00,010	139,187
" Other ports "		14,534	1,00,110	15,008
" Bengal	All ports "	25,967	1,19,311	80,455
" Pondicherry		5,638	28,532	3,999
" Calcutta		---	---	412
" Travancore		---	---	28
" Alleppey		---	---	---

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Grain and Pulse—(Contd.)</b>				
<b>Grain in the husk (paddy)—</b>				
To Bombay	Chief port cwt.	132	370	---
" Madras	Chief port "	49,149	1,34,232	48,985
" Other ports "		4	10	---
" Burma	Chief port "	---	---	---
" Other ports "		38,676	88,266	20,807
" Bengal	All ports "	1,384	3,768	2,809
" Pondicherry		---	---	---
" Calcutta		---	---	---
" Travancore		---	---	---
" Alleppey		---	---	---
<b>Grain not in the husk—</b>				
To Bombay	Chief port cwt.	350,664	19,82,451	316,588
" Madras	Chief port "	911	2,095	737
" Other ports "		13,850	61,288	7,141
" Burma	Chief port "	199,567	11,61,051	191,385
" Other ports "		23,352	1,49,033	26,270
" Bengal	All ports "	217,317	7,41,149	147,177
" Pondicherry		44	240	3
" Calcutta		---	---	---
" Travancore		---	---	---
" Alleppey		3124	15,147	833
<b>Flour—</b>				
To Bengal	All ports cwt.	---	---	7
<b>Oil—</b>				
To Bombay	Chief port cwt.	77	820	21,262
" Madras	Chief port "	9,450	58,260	10,021
" Other ports "		2,300	10,284	661
" Burma	Chief port "	17,601	99,354	12,509
" Other ports "		18	168	20
" Bengal	All ports "	3,597	17,686	1,033
" Pondicherry		16	89	41
<b>Oil seed—</b>				
To Madras	Chief port lbs.	828,366	60,470	1,271,423
" Other ports "		713,185	49,430	82,024
" Burma	Chief port "	87,597	5,582	11,668,802
" Other ports "		1,340,072	1,05,538	1,805,191
" Bengal	All ports "	1,005,000	60,612	1,177,265
" Pondicherry		224,977	14,212	254,233

COASTING TRADE.  
EXPORTS.

Statement showing the quantity and value of Country Goods exported or  
wise from the Bengal Presidency to Indian Ports during the  
official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.		INDIAN PRODUCE AND MANUFACTURES.			
		1901 1902.		1902-1903.	
		Quantity	Value in Rupees.	Quantity	Value in Rupees.
<b>Grain and Pulse—(Cereals)</b>					
Other sorts .. .. .					
To Bombay	Chief port	cwt.	3	7	15
„ Madras	Chief port	..	111	748	12
„ Bengal	Other ports	..	76	113	10
„	All ports	..	717	2,715	..
<b>Hardware and Cutlery (including agricultural implements and plated-ware)</b>					
To Bombay	Chief port	..	1,135	..	..
„ Madras	Kurreechee	..	..	..	..
„	Other ports	..	17,362	..	..
„	Chief port	..	9,988	..	..
„	Chief port	..	1,157,56	..	..
„ Bengal	All ports	..	17,510	..	..
„	Chief port	..	15,268	..	..
„	Madras	..	80	..	..
<b>Hides and Skins—</b>					
Hides, raw—					
To Bombay	Chief port	cwt.	1,355	59,702	..
„ Madras	Chief port	..	53	348	..
„	Chief port	..	3	90	19
„ Bengal	All ports	..	14,579	3,553,31	13,799
<b>Hides, dressed or tanned—</b>					
To Bombay	Chief port	cwt.	51	4,299	151
<b>Skins, raw—</b>					
To Bombay	Chief port	cwt.	18	1,400	..
„ Madras	Chief port	..	566	44,777	202
„	Chief port	..	88	4,359	4
„	Chief port	..	6	750	8
„	Chief port	..	30	130	..
„ Bengal	All ports	..	326	35,556	644
<b>Skins, dressed or tanned—</b>					
To Madras	Chief port	cwt.	39	1,076	..
„	Chief port	..	631	60,85	842
„	Other ports	..	8	800	1
<b>Horns—</b>					
To Bombay	Chief port	cwt.	..	..	1,338
„ Madras	Chief port	..	..	..	5
„	Chief port	..	..	..	2
„ Bengal	All ports	..	..	..	880

COASTING TRADE.  
EXPORTS.

present showing the quantity and value of Country Goods exported coast-  
wise from the Bengal Presidency to Indian Ports during the  
official years 1901-1902 and 1902-1903.

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## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Jute—(Cencl.)</b>				
<b>Rope and Twine—</b>				
To Bombay ... Chief port cwt.	18,028	2,24,681	22,094	2,50,000
„ Sind ... „	6,370	73,189	4,659	48,000
„ Madras ... Chief port „	4,680	61,935	3,443	40,000
„ „ Other ports „	1,354	17,602	839	10,000
„ Burma ... Chief port „	6,331	75,309	7,073	80,000
„ „ Other ports „	753	9,669	526	6,000
„ Bengal ... All ports „	90	1,150	37	4,000
„ Pondicherry ... „	57	780	37	4,000
„ Travancore ... Alleppey „	63	770	34	4,000
<b>Other kinds—</b>				
To Bombay ... Chief port cwt.	47	408	65	500
„ Madras ... Chief port „	35	750	...	...
„ „ Other ports „	2	50	...	...
„ Burma ... Chief port „	216	2,002	512	4,000
„ „ Other ports „	53	511	25	2,000
„ Bengal ... All ports „	27	190	16	1,000
<b>Leather—</b>				
<b>Unwrought—</b>				
To Bombay ... Chief port cwt.	38	5,090	30	3,000
„ Madras ... Chief port „	629	58,391	660	60,000
„ „ Other ports „	32	1,865	19	1,000
„ Bengal ... All ports „	1	50	...	...
<b>Manufactures—</b>				
<b>Saddlery and Harness—</b>				
To Bombay ... Chief port „	...	820	...	...
„ Madras ... Chief port „	...	50	...	...
„ „ Other ports „	...	...	...	...
„ Burma ... Chief port „	...	27,743	...	...
„ „ Other ports „	...	4,052	...	...
„ Bengal ... All ports „	...	265	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Jute—(Cencl.)</b>				
<b>For sorts (excluding boots and shoes)—</b>				
To Bombay ... Chief port „	...	400	...	...
„ Madras ... Chief port „	...	7,622	...	29,952
„ „ Other ports „	...	554	...	509
<b>And Matting—</b>				
To Bombay ... Chief port sq. yds.	14	...	13	200
„ Madras ... Chief port „	...	13	...	1,190
„ „ Other ports „	...	173	...	1,200
„ Burma ... Chief port „	2,960,973	1,08,296	4,350,131	1,36,585
„ „ Other ports „	232,814	21,262	593,508	35,904
„ Bengal ... All ports „	2,104	445	8,150	627
„ „ Other ports „	375	25	120	60
<b>Wrought—</b>				
To Bombay ... Chief port cwt.	42	2,550	9	830
„ Madras ... Chief port „	8	415	20	1,030
„ „ Other ports „	375	19,772	246	12,009
„ Burma ... Chief port „	1,899	1,31,425	3,158	2,04,373
„ „ Other ports „	375	28,360	456	25,083
„ Bengal ... All ports „	845	30,280	804	27,219
<b>Wrought—</b>				
To Bombay ... Chief port cwt.	61	3,050	33	3,240
„ Madras ... Chief port „	24	1,665	82	3,080
„ „ Other ports „	528	31,591	491	30,595
„ Burma ... Chief port „	1,284	1,30,316	7,058	1,46,543
„ „ Other ports „	352	28,822	344	26,032
„ Bengal ... All ports „	160	5,813	750	8,260
„ „ Other ports „	1	20	...	...

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the civil years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Iron—				
Cast (pig)—				
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Travancore	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Aliphey	...	...	...	...
Wrought (including plates or sheets, not lined iron)—				
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Travancore	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Aliphey	...	...	...	...
Unwrought—				
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Travancore	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Aliphey	...	...	...	...
Metals, Unenumerated—				
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Travancore	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Aliphey	...	...	...	...
Oils—				
Animal—				
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Travancore	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Aliphey	...	...	...	...
Essential—				
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Travancore	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Aliphey	...	...	...	...

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the civil years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
(Carg.)				
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Travancore	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Aliphey	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Travancore	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Aliphey	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Travancore	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
To Aliphey	...	...	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Oils—(Contd.)</b>				
Til or Ginja—				
To Burma ... Other ports gals.	751	1,410	45	
Other sorts—				
To Madras ... Other ports gals.	730	1,200	9	
" Burma ... Chief port "	124	206	63	
" Bengal ... Other ports "	117	90		
" All ports "	710	474	1,321	
<b>Paper and Pasteboard—</b>				
<b>Printing Paper—</b>				
To Bombay ... Chief port cwt.	5,892	1,16,010	6,049	1,02,810
" Sind ... Chief port "	43	686	85	
" Madras ... Chief port "	8,243	1,63,738	5,607	1,06,210
" Burma ... Chief port "	1,091	21,211	891	16,630
" Other ports "	5,725	72,412	129	316
" Bengal ... All ports "	163	3,340	5,088	1,53,810
" Pondicherry ... Chief port "	196	3,516	200	400
" Travancore ... Other ports "	82	1,339	104	1,510
" Alleppee ... All ports "	14	250	130	200
<b>Writing Paper and Envelopes—</b>				
To Bombay ... Chief port "		22,486		12,000
" Madras ... Chief port "		45,501		12,850
" Burma ... Chief port "		6,232		13,300
" Bengal ... Chief port "		18,303		2,300
" Travancore ... All ports "		2,678		323
" Alleppee ... All ports "		2,966		510
<b>Other kinds of Paper—</b>				
To Bombay ... Chief port cwt.	11,200	1,90,908	2,220	32,610
" Madras ... Chief port "	6,212	1,07,915	1,130	17,110
" Burma ... Chief port "	2,396	50,613	511	430
" Bengal ... Chief port "	9,278	2,00,016	7,134	1,80,000
" Pondicherry ... All ports "	81	1,620	17	28
" Travancore ... All ports "	392	5,551	323	510
" Alleppee ... All ports "	48	1,012		
	71	740	35	81

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports during the official years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Oil and Fat—(Contd.)</b>				
To Bombay ... Chief port cwt.	...	...	376	5,733
" Madras ... Chief port "	...	...	6	180
" Bengal ... Chief port "	29	377	61	810
" Other ports "	...	...	11	120
" All ports "	...	...	18	212
To Madras ... Chief port "	...	...	280	687
" Bengal ... Chief port "	...	...	322	843
" Other ports "	...	...	4,922	21,275
" All ports "	...	...	19,172	2,975
To Burma ... Chief port "	...	...	4,088	715
" Other ports "	...	...	436	...
" All ports "	...	...	76	...
<b>Foodstuffs—</b>				
To Bombay ... Chief port lbs.	71	44	...	170
" Madras ... Chief port "	348	278	...	241
" Bengal ... Chief port "	9,160	5,380	6,892	4,219
" Other ports "	164	85	155	116
" All ports "	10	8	...	...
To Madras ... Chief port lbs.	10	12	6,010	3,504
" Bengal ... Chief port "	5,747	2,787	20	20
" Other ports "	...	...	...	...
" All ports "	...	...	...	...
To Travancore ... Chief port "	...	...	...	...
" Bengal ... Chief port "	...	...	...	...
" Other ports "	...	...	...	...
" All ports "	...	...	...	...
<b>Beans and shark-fins—</b>				
To Bombay ... Chief port lbs.	5,207	3,220	...	1,100
" Madras ... Chief port "	...	...	11,095	4,880
" Bengal ... Chief port "	...	...	1,046	...
" Other ports "	15,581	20,350	7,163	11,530
" All ports "	2,127,820	4,08,510	1,947,468	3,26,020
To Madras ... Chief port "	...	...	...	...
" Bengal ... Chief port "	...	...	...	...
" Other ports "	...	...	...	...
" All ports "	...	...	...	...
To Travancore ... Chief port "	...	...	...	...
" Bengal ... Chief port "	...	...	...	...
" Other ports "	...	...	...	...
" All ports "	...	...	...	...
<b>Spices and other foodstuffs—</b>				
To Bombay ... Chief port lbs.	82,837	5,188	12,880	9,974
" Madras ... Chief port "	15,308	2,292	2,440	2,440
" Bengal ... Chief port "	6,584	1,003	18,631	1,440
" Other ports "	...	...	...	...
" All ports "	...	...	...	...
To Madras ... Chief port cwt.	1,753	5,117	4	40
" Bengal ... Chief port "	1,080	3,218	...	...
" Other ports "	6,195	18,758	...	...
" All ports "	4,074	17,972	5,025	35,629
To Travancore ... Chief port "	...	...	...	...
" Bengal ... Chief port "	...	...	...	...
" Other ports "	...	...	...	...
" All ports "	...	...	...	...
To Pondicherry ... Chief port "	...	...	...	...
" Bengal ... Chief port "	...	...	...	...
" Other ports "	...	...	...	...
" All ports "	...	...	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the five years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Provisions—(Cereals.)</b>				
Ghee—				
To Bombay ... Chief port lbs.	4,371	2,080	1,008	...
„ Madras ... Chief port „	10,342	4,320	2,800	...
„ Other ports „	552	270	330	...
„ Burma ... Chief port „	2,825,497	14,20,100	3,217,322	16,10,000
„ Other ports „	182,450	67,772	147,775	70,000
„ Bengal ... Chief port „	168,457	80,684	220,748	1,00,000
„ Travancore ... Chief port „	896	400	...	...
„ All ports „	...	...	...	...
<b>Other sorts of provisions—</b>				
To Bombay ... Chief port cwt.	91	2,758	101	2,000
„ Sind ... Chief port „	9	250	20	...
„ Madras ... Chief port „	89	3,238	147	...
„ Other ports „	301	3,770	108	...
„ Burma ... Chief port „	42,788	6,28,840	49,440	6,80,000
„ Other ports „	925	18,256	1,148	...
„ Bengal ... Chief port „	7,813	50,681	8,061	...
„ All ports „	...	...	...	...
<b>Rags and other materials for making paper—</b>				
To Bombay ... Chief port cwt.	6,243	49,744	4,175	...
„ Madras ... Chief port „	...	...	...	...
„ Burma ... Chief port „	30	80	...	...
„ Other ports „	6	60	2	...
„ All ports „	...	...	...	...
<b>Railway plant and rolling-stock—</b>				
To Madras ... Chief port „	...	41,648	...	...
„ Other ports „	...	...	...	...
„ Burma ... Chief port „	...	6,423	...	...
„ Other ports „	...	200	...	...
„ Bengal ... Chief port „	...	...	...	...
„ All ports „	...	...	...	...
<b>Seeds—</b>				
Essential—				
To Bombay ... Chief port cwt.	192	3,926	52	...
„ Madras ... Chief port „	1,263	18,094	923	...
„ Other ports „	2,849	34,108	1,968	...
„ Burma ... Chief port „	7,165	74,257	5,942	...
„ Other ports „	922	12,797	588	...
„ Bengal ... Chief port „	898	10,558	4,012	...
„ Pondicherry ... Chief port „	92	1,488	126	...
„ All ports „	...	...	...	...
Castor—				
To Burma ... Chief port cwt.	...	...	2	...
„ Bengal ... Chief port „	...	...	473	...
„ All ports „	6,090	28,477	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported from the Bengal Presidency to Indian Ports during the five years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>(Grain.)</b>				
To Bombay ... Chief port cwt.	198	1,080	...	...
„ Madras ... Chief port „	18	115	10	58
„ Other ports „	168	874	115	974
„ Burma ... Chief port „	3	35	...	...
„ Other ports „	499	2,065	1,549	7,836
„ Bengal ... Chief port „	...	...	...	...
„ All ports „	...	...	...	...
<b>Other sorts of provisions—</b>				
To Bombay ... Chief port cwt.	223	1,118	1,929	11,072
„ Sind ... Chief port „	6,109	38,586	150	600
„ Madras ... Chief port „	17	168	13,708	78,421
„ Other ports „	6,059	37,473	62	322
„ Burma ... Chief port „	21	100	9,690	51,307
„ Other ports „	...	...	7	40
„ Bengal ... Chief port „	...	...	...	...
„ All ports „	...	...	...	...
<b>Rags and other materials for making paper—</b>				
To Bombay ... Chief port cwt.	871	2,076	94	564
„ Madras ... Chief port „	4,107	35,378	173	1,100
„ Other ports „	1,101	5,588	2,469	14,937
„ Burma ... Chief port „	...	...	15	100
„ Other ports „	...	...	7	97
„ Bengal ... Chief port „	...	...	...	...
„ All ports „	...	...	...	...
<b>Railway plant and rolling-stock—</b>				
To Bombay ... Chief port cwt.	14,791	92,234	3,453	24,957
„ Sind ... Chief port „	290	3,040	...	...
„ Madras ... Chief port „	661	3,003	...	...
„ Other ports „	289	3,354	147	860
„ Burma ... Chief port „	53,332	3,85,960	68,789	5,84,514
„ Other ports „	271	3,487	1,010	14,712
„ Bengal ... Chief port „	14,415	75,852	2,903	14,602
„ All ports „	...	...	...	...
<b>Seeds or other products—</b>				
To Bombay ... Chief port cwt.	...	...	55	592
„ Madras ... Chief port „	...	...	48	370
„ Other ports „	...	...	...	...
„ Burma ... Chief port „	...	...	2,588	2,500
„ Other ports „	...	...	...	...
„ Bengal ... Chief port „	...	...	...	...
„ All ports „	...	...	...	...
<b>Castor—</b>				
To Burma ... Chief port cwt.	771	9,661	8,864	12,110
„ Bengal ... Chief port „	149	1,055	189	1,320
„ Other ports „	162	2,483	124	1,845
„ Burma ... Chief port „	37	227	35	232
„ Other ports „	3,280	21,596	224	1,859
„ Bengal ... Chief port „	...	...	...	...
„ All ports „	...	...	...	...



# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports during the fiscal years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Silk—</b>				
To Bombay	Chief port lbs.	45,056	58,309	...
" Madras	Chief port "	25,469	1,09,295	14,230
" Other ports	"	2,014	10,304	824
" Burma	Chief port "	40	280	...
" Other ports	"	29,485	3,05,040	15,036
" All ports	"	2,429	2,805	870
<b>Manufactures—</b>				
<b>Piece-goods—</b>				
To Bombay	Chief port yds.	...	...	70
" Madras	Chief port "	17,804	15,846	3,550
" Other ports	"	128	179	600
" Burma	Chief port "	75,791	62,457	98,519
" Pondicherry	Chief port "	...	...	223
<b>Other sorts—</b>				
To Bombay	Chief port lbs.	...	...	149
" Sind	Chief port cwt.	76	1,483	238
" Madras	Chief port "	...	...	41
" Other ports	"	948	12,813	539
" Burma	Chief port "	38	462	380
" Other ports	"	6,815	91,077	3,891
" All ports	"	405	5,255	469
<b>Spices—</b>				
To Bombay	Chief port lbs.	...	...	18
" Sind	Chief port "	17,125	1,708	743,288
" Madras	Chief port "	4,539	560	...
" Other ports	"	14,120	1,392	4,984
" Burma	Chief port "	34,336,243	31,95,190	38,989,515
" Other ports	"	1,318,024	1,48,740	991,540
" All ports	"	4,049,160	3,76,203	4,691,123
<b>Cardamoms—</b>				
To Bombay	Chief port lbs.	...	...	...
" Madras	Chief port "	5,583	3,625	18,138
" Burma	Chief port "	1,612	840	224
" Other ports	"	5,796	2,908	5,332
" All ports	"	597	390	672
<b>Chillies—</b>				
To Bombay	Chief port lbs.	...	...	...
" Madras	Chief port "	224	20	420
" Other ports	"	784	105	...
" All ports	"	119,076	10,940	10,000

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports during the fiscal years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>(Contd.)</b>				
To Bombay	Chief port lbs.	39,197	3,615	3,191
" Madras	Chief port "	114,240	19,092	43,530
" Other ports	"	39,232	6,854	2,570
" Burma	Chief port "	5,322	520	1,680
" Other ports	"	4,799	684	5,173
" All ports	"	224	40	112
To Bombay	Chief port lbs.	18,185	9,505	29,390
" Madras	Chief port "	23,201	19,209	24,505
" Other ports	"	29,912	18,002	20,964
" Burma	Chief port "	3,125	1,570	4,470
" Other ports	"	4,200	1,192	4,728
" All ports	"	32,074	8,005	53,125
To Bombay	Chief port lbs.	952	185	728
" Madras	Chief port "	5,839	784	...
" Other ports	"	1,946	402	7,489
" Burma	Chief port "	47,265	13,822	49,474
" Other ports	"	1,219,957	1,32,223	2,015,228
" All ports	"	...	...	...
To Bombay	Chief port cwt.	2,977	44,826	2,152
" Madras	Chief port "	843	11,819	911
" Other ports	"	111	1,518	...
" Burma	Chief port "	841	9,278	1,902
" Other ports	"	5,008	75,703	5,337
" All ports	"	20,851	3,73,290	30,415
To Bombay	Chief port cwt.	44	600	...
" Madras	Chief port "	2	24	...
" Other ports	"	8,272	32,621	7,253
" Burma	Chief port "	344	4,473	592
" Other ports	"	8,616	49,466	8,174
" All ports	"	...	...	...
To Bombay	Chief port lbs.	3,777,024	10,55,555	5,021,977
" Sind	Chief port "	261,40	14,216	112,020
" Madras	Chief port "	54,050	26,331	48,384
" Other ports	"	2,70	1,180	2,693
" Burma	Chief port "	234,570	1,40,913	309,322
" Other ports	"	44,295	15,810	44,013
" All ports	"	827,229	3,69,539	909,118
To Bombay	Chief port lbs.	1,123	243	800
" Madras	Chief port "	...	...	...
" Other ports	"	...	...	...
To Bombay	Chief port lbs.	...	...	...
" Madras	Chief port "	...	...	...
" Other ports	"	...	...	...

## COASTING TRADE.

## EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports during the fiscal years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Toys and requisites for games—(Contd.)</b>				
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Pondicherry	...	...	...	...
All ports	...	...	...	...
<b>Umbrellas (including parasols and sunshades)—</b>				
To Bombay	...	...	...	...
Chief port	No. 44,672	37,709	45,702	...
Sind	...	...	...	...
Kurrachee	...	...	...	...
Madras	...	...	...	...
Chief port	20,018	15,496	1,080	...
Other ports	14,547	14,135	74,112	...
Burma	...	...	...	...
Chief port	94,230	89,143	135,012	...
Other ports	6,782	7,772	22,857	...
Bengal	...	...	...	...
Chief port	168	170	182	...
Pondicherry	...	...	...	...
Wood—	...	...	...	...
Teak—	...	...	...	...
To Madras	...	...	...	...
Chief port	c. tons. 6	30	...	...
Other ports	...	568	...	...
Burma	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
All ports	97	5,375	2	...
Other timber—	...	...	...	...
To Bombay	...	...	...	...
Chief port	c. tons. 5	400	...	...
Other ports	...	...	...	...
Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
All ports	...	...	...	...
Ornamental wood—	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
All ports	1,776	88,866	1,510	...
Manufactures—	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Kurrachee	...	...	...	...
Sind	...	...	...	...
Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Pondicherry	...	...	...	...
Travancore	...	...	...	...
Alleppey	...	...	...	...
Wood—	...	...	...	...
Bur—	...	...	...	...
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
All ports	...	...	...	...
Manufactures—	...	...	...	...
To Bombay	...	...	...	...
Chief port	...	...	...	...
Kurrachee	...	...	...	...
Sind	...	...	...	...
Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Pondicherry	...	...	...	...
Travancore	...	...	...	...
Alleppey	...	...	...	...

## COASTING TRADE.—(Contd.)

## EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports during the fiscal years 1901-1902 and 1902-1903.

Articles and Ports to which exported.	INDIAN PRODUCE AND MANUFACTURES.			
	1901-1902.		1902-1903.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<b>Other Articles of Merchandise—</b>				
Manufactures—				
To Bombay	...	...	...	...
Chief port	...	...	...	...
Kurrachee	...	...	...	...
Sind	...	...	...	...
Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Pondicherry	...	...	...	...
Travancore	...	...	...	...
Alleppey	...	...	...	...
Manufactures—				
To Bombay	...	...	...	...
Chief port	...	...	...	...
Kurrachee	...	...	...	...
Sind	...	...	...	...
Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Pondicherry	...	...	...	...
Travancore	...	...	...	...
Alleppey	...	...	...	...
Wood—				
Bur—				
To Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
All ports	...	...	...	...
Manufactures—				
To Bombay	...	...	...	...
Chief port	...	...	...	...
Kurrachee	...	...	...	...
Sind	...	...	...	...
Madras	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Burma	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Bengal	...	...	...	...
Chief port	...	...	...	...
Other ports	...	...	...	...
Pondicherry	...	...	...	...
Travancore	...	...	...	...
Alleppey	...	...	...	...

GRAND TOTAL OF MERCHANDISE

6,46,50,684 6,05,88,968

## INTERNAL TRADE.

## IMPORTS.

Statement showing the Import Trade of Calcutta by all routes (Rail, River, Boat, Road and Sea (coasting and foreign)) during the year 1902-1903 as compared with the figures of the two previous years.

ARTICLES.	Quantity.			Value in Rupees.		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
Animals—						
1—Horses, ponies, and mules .. No.	5,479	8,042	7,210	5,23,118	20,92,000	21,70,000
2—Horned cattle .. ..	208,276	192,017	211,041	11,19,170	10,74,000	11,19,170
3—Sheep and goats .. ..	308,515	370,368	367,095	17,71,417	20,92,000	20,92,000
4—Other animals .. ..	60,627	888,281	895,012	20,92,000	20,92,000	20,92,000
Arrivals, including drovers, &c. ..	16,477	13,901	15,111	7,21,000	7,21,000	7,21,000
Cattle and pigs .. ..	75,038	70,848	70,848	4,67,000	4,67,000	4,67,000
Goats, raw .. ..	300,000	300,000	300,000	1,50,000	1,50,000	1,50,000
2—Medical preparations ..	607	150,747	109,843	46,500	27,40,000	27,40,000
3—Fats (all kinds) .. ..	119,126	241,125	292,285	27,40,000	27,40,000	27,40,000
4—Waxes .. ..	1,731	1,474	2,271	1,05,000	1,05,000	1,05,000
5—Peanut-oils (European) Mds.	20,279	34,881	55,255	15,41,780	15,41,780	15,41,780
6—Waxes (Indian) .. ..	7,206	8,031	9,368	1,20,719	1,20,719	1,20,719
Chemicals excepting saltpetre ..	5,477	5,477	5,477	30,44,831	30,44,831	30,44,831
Drugs .. ..	607	150,747	109,843	46,500	27,40,000	27,40,000
1—Medical preparations ..	607	150,747	109,843	46,500	27,40,000	27,40,000
2—Other acids, not intoxicating ..	1,197	12,469	386	55,129	10,55,000	10,55,000
3—Intoxicating drugs (other than opium) .. ..	8,408	5,478	4,130	1,36,072	20,000	20,000
Dyes and Dyeing Materials—						
1—Dyes .. ..	60,136	8,661	35,666	1,07,71,263	1,07,71,263	1,07,71,263
2—Dyeing materials .. ..	6,090	20,067	27,407	1,35,003	1,35,003	1,35,003
3—Aniline and indigo dyes ..	79,172	205,127	291,000	2,81,860	2,81,860	2,81,860
4—Fanning horns .. ..	274	11,189	9,410	21,004	7,45,410	7,45,410
5—Other skins .. ..	8,411	45,412	41,000	42,700	42,700	42,700
Fabrics—						
1—Cotton .. ..	10,214	12,448	87,130	1,03,782	1,81,180	1,81,180
2—Woolen and worsted ..	5,512,114	2,106,424	2,029,300	71,30,182	11,45,041	11,45,041
3—Silk .. ..	2,799,770	5,679,010	5,191,460	2,00,54,000	1,71,75,100	1,71,75,100
4—Other .. ..	10,214	12,448	87,130	1,03,782	1,81,180	1,81,180
5—Hemp, manilla, &c. ..	70,641	10,214	21,747	1,81,180	1,81,180	1,81,180
6—Cotton, manilla, &c. ..	70,641	10,214	21,747	1,81,180	1,81,180	1,81,180
Grains and pulses—						
1—Wheat .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
2—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
3—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
4—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
5—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
6—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
7—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
8—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
9—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
10—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
11—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
12—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
13—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
14—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
15—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
16—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
17—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
18—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
19—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
20—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
21—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
22—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
23—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
24—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
25—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
26—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
27—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
28—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
29—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
30—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
31—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
32—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
33—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
34—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
35—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
36—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
37—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
38—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
39—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
40—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
41—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
42—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
43—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
44—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
45—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
46—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
47—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
48—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
49—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
50—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
51—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
52—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
53—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
54—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
55—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
56—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
57—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
58—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
59—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024
60—Wheat flour .. ..	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024	5,414,024

\* Rail, River, Boat, and road only.

## INTERNAL TRADE.—(Contd.)

## IMPORTS.

Statement showing the Import Trade of Calcutta by all routes (Rail, River, Boat, Road and Sea (coasting and foreign)) during the year 1902-1903 as compared with the figures of the two previous years.

ARTICLES.	Quantity.			Value in Rupees.		
	1900-01.	1901-1902.	1902-1903.	1900-01.	1901-1902.	1902-1903.
Animals—						
1—Horses, ponies, and mules .. No.	5,479	8,042	7,210	5,23,118	20,92,000	21,70,000
2—Horned cattle .. ..	208,276	192,017	211,041	11,19,170	10,74,000	11,19,170
3—Sheep and goats .. ..	308,515	370,368	367,095	17,71,417	20,92,000	20,92,000
4—Other animals .. ..	60,627	888,281	895,012	20,92,000	20,92,000	20,92,000
Arrivals, including drovers, &c. ..	16,477	13,901	15,111	7,21,000	7,21,000	7,21,000
Cattle and pigs .. ..	75,038	70,848	70,848	4,67,000	4,67,000	4,67,000
Goats, raw .. ..	300,000	300,000	300,000	1,50,000	1,50,000	1,50,000
2—Medical preparations ..	607	150,747	109,843	46,500	27,40,000	27,40,000
3—Fats (all kinds) .. ..	119,126	241,125	292,285	27,40,000	27,40,000	27,40,000
4—Waxes .. ..	1,731	1,474	2,271	1,05,000	1,05,000	1,05,000
5—Peanut-oils (European) Mds.	20,279	34,881	55,255	15,41,780	15,41,780	15,41,780
6—Waxes (Indian) .. ..	7,206	8,031	9,368	1,20,719	1,20,719	1,20,719
Chemicals excepting saltpetre ..	5,477	5,477	5,477	30,44,831	30,44,831	30,44,831
Drugs .. ..	607	150,747	109,843	46,500	27,40,000	27,40,000
1—Medical preparations ..	607	150,747	109,843	46,500	27,40,000	27,40,000
2—Other acids, not intoxicating ..	1,197	12,469	386	55,129	10,55,000	10,55,000
3—Intoxicating drugs (other than opium) .. ..	8,408	5,478	4,130	1,36,072	20,000	20,000
Dyes and Dyeing Materials—						
1—Dyes .. ..	60,136	8,661	35,666	1,07,71,263	1,07,71,263	1,07,71,263
2—Dyeing materials .. ..	6,090	20,067	27,407	1,35,003	1,35,003	1,35,003
3—Aniline and indigo dyes ..	79,172	205,127	291,000	2,81,860	2,81,860	2,81,860
4—Fanning horns .. ..	274	11,189	9,410	21,004	7,45,410	7,45,410
5—Other skins .. ..	8,411	45,412	41,000	42,700	42,700	42,700
Fabrics—						
1—Cotton .. ..	10,214	12,448	87,130	1,03,782	1,81,180	1,81,180
2—Woolen and worsted ..	5,512,114	2,106,424	2,029,300	71,30,182	11,45,041	11,45,041
3—Silk .. ..	2,799,770	5,679,010	5,191,460	2,00,54,000	1,71,75,100	1,71,75,100
4—Other .. ..	10,214	12,448	87,130	1,03,782	1,81,180	1,81,180
5—Hemp, manilla, &c. ..	70,641	10,214	21,747	1,81,180	1,81,180	1

## INTERNAL TRADE.

## EXPORTS.

Statement showing the Export Trade of Calcutta by all routes (Rail, River, Boat, Road and Sea (coasting and foreign)) during the 1902-1903 as compared with the figures of the two previous years.

ARTICLES.	Quantity.			Value in Rupees.		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
<b>Animals—</b>						
1—Horses, ponies, and mules .. No.	2,166	2,172	2,290	5,24,784	5,27,070	5,37,070
2—Livestock .. ..	2,55,352	25,771	25,771	5,24,784	5,27,070	5,37,070
3—Hides and goats .. ..	20,992	20,919	20,919	5,24,784	5,27,070	5,37,070
4—Other live .. ..	2,140	2,140	2,140	5,24,784	5,27,070	5,37,070
Apparel including drapery .. Mds.	28,949	47,662	51,003	7,21,281	1,00,000	1,00,000
Cotton, raw .. ..	1,701,083	63,974,477	60,024,482	4,61,012	5,14,512	5,14,512
Do, manufactured .. ..	67,691	842,102	441,203	1,00,000	1,00,000	1,00,000
1—Wool and yarn (foreign) ..	231,226	231,226	231,226	1,12,04,424	1,27,48,041	1,27,48,041
2—Do, (India) .. ..	199,877	561,077	434,758	1,00,000	1,00,000	1,00,000
3—Woolen cloth (foreign) ..	5,881,212	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
4—Do, (India) .. ..	82,333	47,107	19,772	1,00,000	1,00,000	1,00,000
5—Others .. ..	2,000	8,833	9,541	1,00,000	1,00,000	1,00,000
Chemicals, except salt-petre ..	60,007	111,300	83,763	4,68,007	4,74,000	4,74,000
Drugs .. ..	5,697	833	500	20,000	20,000	20,000
1—Infectious (other than opium).						
2—Non-infectious .. ..	21,624	15,010	30,180	20,000	20,000	20,000
3—Medicinal preparations ..	11,449	43,636	47,252	4,57,029	11,71,072	11,71,072
<b>Dyeing and Tanning materials—</b>						
1—Alum .. ..	707	76,251	11,572	1,25,41,224	1,25,41,224	1,25,41,224
2—Sulphuric acid .. ..	1,170	79,151	1,00,000	1,00,000	1,00,000	1,00,000
3—Tanning bark .. ..	20,000	20,000	20,000	1,00,000	1,00,000	1,00,000
4—Tanning bark .. ..	1,000	1,000	1,000	1,00,000	1,00,000	1,00,000
5—Ammonia and alkaline dyes ..	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
6—Others .. ..	1,000	1,000	1,000	1,00,000	1,00,000	1,00,000
<b>Foodstuffs—</b>						
1—Cereals .. ..	1,200,287	1,201,641	1,202,072	20,00,000	20,00,000	20,00,000
2—Hay, straw, and grass ..	20,000	20,000	20,000	1,00,000	1,00,000	1,00,000
Fruits and vegetables (fresh) ..	200,724	424,124	301,705	20,71,216	22,74,586	22,74,586
3—Cereals .. ..	225,004	20,000	1,00,000	1,00,000	1,00,000	1,00,000
4—Do, manufactured ..	801,121	828,239	92,65,491	10,57,52,711	11,50,00,000	11,50,00,000
5—Canned fruits and vegetables ..	2,000	2,000	2,000	1,00,000	1,00,000	1,00,000
6—Hemp and other fibres, raw ..	148,811	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
7—Wheat flour .. ..	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
8—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
9—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
10—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
11—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
12—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
13—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
14—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
15—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
16—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
17—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
18—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
19—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
20—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
21—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
22—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
23—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
24—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
25—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
26—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
27—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
28—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
29—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
30—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
31—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
32—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
33—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
34—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
35—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
36—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
37—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
38—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
39—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
40—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
41—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
42—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
43—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
44—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
45—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
46—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
47—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
48—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
49—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
50—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
51—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
52—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
53—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
54—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
55—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
56—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
57—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
58—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
59—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
60—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
61—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
62—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
63—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
64—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
65—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
66—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
67—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
68—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
69—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
70—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
71—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
72—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
73—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
74—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
75—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
76—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
77—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
78—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
79—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
80—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
81—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
82—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
83—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
84—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
85—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
86—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
87—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
88—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
89—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
90—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
91—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
92—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
93—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
94—Do, milled in the tank ..	2,000,000	2,000,000	2,000,000	2,00,000	2,00,000	2,00,000
95—Do, milled in the tank ..	2,000,000	2,000,000	2,00			

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TRADE OF INDIA.

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Statement showing the quantity and value of Minerals produced in India from 1890 to 1902.

Year.	Coal.		Gold.		Manganese ore.		Misc.*		Petroleum.		Salt.		Tin ore.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	Rx.	Ozs.	Rx.	Tons.	Rx.	Tons.	Rx.	Gallons.	Rx.	Tons.	Rx.	Tons.	Rx.
1890	2,168,521	73,775	107,723	555,431	...	...	...	...	4,132,287	28,217	1,052,453	585,600	...	...
1891	2,238,571	790,319	131,776	714,916	...	...	...	...	6,654,570	50,279	1,015,838	516,358	...	...
1892	2,537,666	859,935	164,441	994,659	...	...	...	...	8,479,043	36,363	895,410	439,849	...	...
1893	2,560,001	882,028	207,154	1,157,744	...	...	556	73,684	10,665,608	77,111	835,683	504,440	...	...
1894	2,883,097	1,038,758	270,412	1,436,066	14,101	91,330	285	60,775	11,457,049	112,674	1,397,765	709,921	98	10,870
1895	3,540,010	1,293,330	357,839	1,721,351	15,816	126,590	512	107,221	13,003,248	133,923	1,163,400	612,688	22	2,346
1896	3,862,698	1,283,083	313,591	1,597,324	56,869	415,900	641	115,336	15,009,389	178,917	1,224,768	512,633	81	8,144
1897	4,666,300	1,535,538	390,995	2,355,097	71,686	59,000	580	106,857	19,090,468	225,784	900,765	470,324	61	5,956
1898	4,665,596	1,435,744	410,944	2,412,750	60,449	48,500	547	80,835	18,273,578	101,846	1,027,399	535,994	39	3,829
1899	5,023,061	1,595,720	456,020	2,897,359	87,126	261,128	113	110,058	37,034,097	188,526	961,850	460,994	71	11,850
1900	6,118,624	2,021,622	513,466	2,837,766	127,844	62,923	1,659	166,331	37,779,211	223,131	1,054,785	487,380	104	12,804
1901	6,615,717	1,985,018	531,460	2,866,166	120,891	52,037	815	105,951	50,751,117	306,513	1,095,346	544,601	70	11,660
1902	7,474,486	2,050,564	517,593	2,955,546	157,880	46,594	1,221	131,371	56,667,688	346,724	1,059,391	544,953	100	8,010

\* Incomplete.

# COAL PRODUCTION IN INDIA.

Statement showing the quantity of Coal produced in each province in India during 20 years from 1833 to 1902.

Year.	Assam.	Bengal.	Madras.	Punjab.	Central Provinces.	Central India.	Nizam's territory.	Rajputana (Bikaner).	Kashmir.	Baluchistan.	Burma.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1833	.....	1,200,957	.....	.....	115,019	.....	.....	.....	.....	.....	.....	1,315,076
1834	16,493	1,257,392	.....	.....	121,833	2,100	.....	.....	.....	.....	.....	1,397,818
1835	43,707	1,123,700	.....	.....	119,116	7,598	.....	.....	.....	.....	.....	1,294,811
1836	70,359	1,186,302	.....	.....	117,287	13,539	.....	.....	.....	.....	.....	1,388,487
1837	89,312	1,310,090	.....	.....	112,019	15,497	3,259	.....	.....	411	.....	1,564,063
1838	101,528	1,380,594	.....	.....	157,768	41,380	13,382	.....	.....	2,802	.....	1,708,993
1839	116,676	1,541,356	.....	.....	22,315	144,485	59,646	.....	.....	8,238	.....	1,946,172
1840	145,708	1,626,245	.....	.....	40,577	137,022	77,842	125,486	.....	.....	15,541	2,168,521
1841	154,208	1,747,122	20	60,714	141,735	69,741	144,568	.....	.....	.....	10,368	2,328,577
1842	164,090	1,920,050	61	66,352	132,005	88,623	149,601	.....	.....	13,284	3,670	2,537,696
1843	164,470	1,932,866	502	77,594	135,118	94,348	157,421	.....	.....	20,094	9,938	2,566,201
1844	169,448	2,035,934	1,337	66,107	140,495	138,337	240,525	.....	.....	24,753	12,111	2,823,907
1845	172,717	2,216,151	1,727	.....	122,776	118,479	292,915	.....	.....	25,158	17,289	3,040,019
1846	177,459	3,037,020	.....	72,493	141,485	115,385	262,681	.....	.....	26,157	22,093	3,083,698
1847	185,533	3,142,497	.....	79,017	131,690	124,778	.....	.....	1,000	12,043	11,472	4,066,294
1848	200,349	3,622,090	.....	82,862	140,709	134,726	365,550	.....	.....	13,322	6,075	4,608,196
1849	215,623	4,035,265	.....	81,835	156,576	164,569	401,216	511	.....	15,822	8,105	5,093,060
1850	216,735	4,654,965	.....	74,083	173,115	164,489	469,291	9,240	.....	23,481	10,228	6,095,948
1901	254,100	5,475,765	.....	67,220	191,516	164,362	421,218	12,094	.....	24,656	12,466	6,635,777
1902	221,096	6,259,236	.....	55,373	196,681	171,538	455,444	16,503	1,138	33,489	13,302	7,422,480

\* In U. P. of Area and Quantity.

Statement of the quantity of Coal (exclusive of Government Stores) imported into India from Foreign Countries, showing the share of each province during 13 years from 1890-91 to 1902-1903.

Year.	COAL.						COKE & PATENT FUEL.						GRAND TOTAL.	
	Imported into—						Imported into—							
	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1890-91	...	7,571	628,678	46,392	48,092	35,999	767,632	2,476	4,218	4,426	5,282	600	17,032	784,664
1891-92	...	20,120	561,651	41,528	53,053	47,843	724,195	2,692	4,580	3,516	1,746	342	12,776	736,971
1892-93	...	10,727	498,652	63,029	34,475	26,966	634,749	2,104	5,431	2,451	2,602	848	13,536	648,185
1893-94	...	5,799	423,094	62,206	32,677	19,230	544,006	2,314	4,711	2,599	1,430	220	11,474	555,280
1894-95	...	6,544	647,917	79,378	40,469	34,405	808,713	2,594	5,812	3,286	1,865	1,044	14,601	823,314
1895-96	...	6,000	559,709	108,337	40,533	32,271	746,850	3,280	5,922	4,232	2,559	133	15,146	761,996
1896-97	...	5,820	362,223	69,637	15,328	28,028	481,036	3,056	6,914	1,678	1,361	915	13,924	494,660
1897-98	...	4,162	169,794	40,198	9,436	24,023	247,613	3,347	6,779	3,269	938	957	14,790	262,403
1898-99	...	3,436	249,672	16,111	51,820	25,049	346,933	2,375	3,674	1,364	3,461	1,018	11,892	358,880
1899-1900	...	4,135	312,891	8,587	38,413	33,998	398,014	2,692	5,048	4,018	12,616	558	24,362	423,376
1900-1901	...	2,540	72,018	205	9,034	23,843	108,540	667	5,406	5,218	6,739	748	18,778	127,318
1901-1902	...	2,083	181,268	80	10,028	26,589	220,048	602	3,850	3,220	1,331	866	9,969	230,417
902-1903	...	1,679	171,513	2,260	4,078	7,373	187,603	343	2,123	1,202	82	5,515	9,845	197,448

**COAL EXPORTS FROM INDIA.**  
Statement of the quantity of Coal (exclusive of Government Stores) exported to Foreign Countries from India showing the share of each province during 13 years from 1890-91 to 1902-1903.

Year.	INDIAN.										FOREIGN.						Grand TOTAL.
	Exported from—					Exported from—					Exported from—						
	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Tons.				
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
1889-91	2,4207	Nam.	...	...	...	96	26,233	103	207	...	...	...	32	235			
1890-92	4,155	Nam.	...	...	...	...	4,155	729	...	...	...	...	79	479			
1891-93	1,615	...	...	...	...	...	1,615	55	...	...	...	...	239	1,854			
1892-94	1,620	...	...	...	...	...	1,620	28	...	...	...	...	155	1,775			
1893-94	51,665	1	...	...	...	1,075	54,001	28	...	...	...	...	168	54,169			
1894-95	53,665	...	...	...	...	...	53,665	Nam.	...	...	...	...	96	53,761			
1895-96	79,869	...	...	...	...	...	80,243	50	...	...	...	...	180	80,423			
1896-97	137,258	...	...	...	...	...	137,258	73	...	...	...	...	160	137,418			
1897-98	206,582	...	...	...	...	...	212,137	6	...	...	...	...	793	207,335			
1898-99	345,969	806	...	...	...	...	346,778	8	...	...	...	...	91	347,689			
1899-1900	379,982	...	...	...	...	...	380,000	...	...	...	...	...	212	380,212			
1900-1901	561,355	...	...	...	...	...	562,510	...	...	...	...	...	148	562,658			
1901-1902	562,510	...	...	...	...	...	563,665	...	...	...	...	...	160	563,825			
1902-1903	562,510	...	...	...	...	...	563,665	...	...	...	...	...	160	563,825			

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**BOMBAY COTTON GOODS TRADE.**

Statement of Bombay Manufactured Piece-Goods and Yarns from Bombay Port only.  
1900-1901.

LENGTH AND WEIGHT.										VALUE.					
TO	PIECE-GOODS.		YARNS.		PERCENTAGE OF		TOTAL WEIGHT.		LAKHS OF RUPEES.		PERCENTAGE OF		LAKHS OF RUPEES.		
	[Millions of 0000's omitted]		Goods, Yarns.		Ratio of (Goods and Yarns combined)		%		000's omitted.		Goods, Yarns.		Ratio of (Goods and Yarns combined)		
	Yards.	Lb.	Lb.	%	%	%	%	%	%	%	%	%	%	%	
From	38-37	*9-50	118-83	17-06	77-58	123-42	60-82	154-00	401-22	10-16	76-80	2456-22	66-40		
By	92-02	*28-15	20-48	41-19	20-06	82-58	25-91	114-75	111-44	40-71	21-22	226-19	28-03		
By	93-88	23-47	3-46	41-75	2-36	26-93	13-27	113-18	12-67	40-13	2-30	125-70	15-67		
From	150-60	46-02	82-89	82-94	82-94	202-20	100-00	100-00	134-01	80-84	28-61	801-89	48-00		
TOTAL	224-87	56-21	146-72	100-00	100-00	202-20	100-00	202-20	100-00	100-00	100-00	807-11	100-00		

Using 400 yards to be the equivalent of 1 lb., and vice versa. [Reduced from 433 yards, the basis in previous to 1895-96.]

Figures only, value including all other sorts [Handkerchiefs, Hosiery, &c., &c.], 58-68 lakhs, or 1 inclusive of yarns 609-90 lakhs of rupees.

1901-1902.

Port	44-08	*11-02	246-58	13-88	87-96	257-60	71-60	*62-22	844-54	15-44	87-27	196-76	66-16
By	127-77	*31-94	294-41	40-22	104-49	61-35	17-08	163-43	108-18	40-57	14-17	271-55	19-81
By	145-81	30-45	4-36	45-90	1-55	40-84	11-35	177-20	15-08	43-99	1-56	192-28	14-93
From	273-58	68-39	33-77	86-14	12-04	102-16	25-46	346-63	123-26	84-56	12-73	463-83	33-84
TOTAL	317-66	79-41	280-35	100-00	100-00	399-76	100-00	402-85	100-00	100-00	100-00	1370-59	100-00

Using 4 yards to be the equivalent of 1 lb., and vice versa. [Reduced from 433 yards, the basis in previous to 1895-96.]

Figures only, value including all other sorts [Handkerchiefs, Hosiery, &c., &c.], 60-67 lakhs, or 2 inclusive of yarns 911-80 lakhs of rupees.

1902-1903.

Port	44-86	*11-22	228-45	15-53	85-30	239-67	70-47	161-13	287-90	16-38	84-79	2849-93	65-76
By	119-10	*29-78	35-72	41-22	13-15	65-04	19-12	160-46	127-03	42-93	13-67	287-49	22-06
By	145-00	31-75	4-15	43-25	1-55	35-40	10-41	152-21	14-28	49-72	1-54	166-69	12-78
From	244-10	61-93	39-38	84-47	14-70	100-00	29-53	312-67	141-31	83-65	15-21	453-98	34-94
TOTAL	288-96	72-25	267-83	100-00	100-00	390-08	100-00	373-80	329-21	100-00	100-00	1303-01	100-00

Using 4 yards to be the equivalent of 1 lb., and vice versa. [Reduced from 433 yards, the basis in years previous to 1895-96.]

Figures only, value including all other sorts [Handkerchiefs, Hosiery, &c., &c.], 66-16 lakhs, or 2 inclusive of yarns 554 or lakhs of rupees.



# TRADE OF INDIA.

Table showing the total miles of Railway opened; the total net value of Merchandise and Treasure (excluding Government Stores and Treasure) imported into, and exported from, British India during 20 years in Tens of Rupees, from 1883-84 to 1902-1903.

Year.	* Total miles of railway open for traffic.	MERCHANDISE.		Net exports of merchandise.	TREASURE.		Net imports of treasure.	Surplus exports of merchandise.
		Imports.	Exports. (Foreign and Country).		Imports.	Exports.		
1883-84	10,458	Rs. 54,703,891	Rs. 68,131,296	Rs. 35,471,405	Rs. 12,877,963	Rs. 981,572	Rs. 11,896,391	Rs. 23,521,014
1884-85	11,631	53,149,311	83,400,528	39,051,217	13,878,847	1,887,330	11,991,517	18,509,790
1885-86	12,883	51,811,536	83,827,840	32,016,304	15,477,801	1,087,837	14,389,964	17,026,340
1886-87	12,892	58,661,462	88,428,660	29,767,198	11,053,319	1,684,511	9,368,808	20,398,390
1887-88	14,103	62,384,813	90,471,462	28,086,649	13,825,856	1,513,954	12,311,902	15,774,747
1888-89	14,576	66,570,318	96,978,171	30,407,853	13,844,960	1,713,497	12,141,463	18,266,390
1889-90	15,887	66,560,121	103,396,862	36,836,741	17,459,301	1,841,920	15,617,381	21,219,360
1890-91	16,401	69,034,900	100,135,722	31,100,822	21,019,486	2,071,906	19,847,580	11,253,242
1891-92	17,308	66,587,457	108,036,010	41,448,553	14,728,662	3,143,186	11,579,476	59,807,077
1892-93	17,815	62,605,031	106,535,997	43,930,666	17,009,810	6,928,994	10,080,816	33,850,150
1893-94	18,504	73,936,957	106,447,591	34,490,634	18,425,257	4,024,737	14,400,520	18,000,114
1894-95	18,900	70,107,438	108,814,999	38,647,561	9,559,007	8,158,017	1,400,990	37,246,571
1895-96	19,547	69,316,375	114,263,140	44,046,745	13,358,985	4,234,301	9,126,684	35,820,061
1896-97	20,254	71,914,597	103,914,297	31,099,600	13,075,353	4,025,891	8,149,462	23,850,138
1897-98	21,115	69,420,120	97,539,273	28,117,153	20,476,287	7,134,170	13,342,117	14,775,036
1898-99	22,024	68,380,341	113,221,473	44,341,132	17,882,957	7,408,181	10,474,776	33,850,356
1899-1900	23,507	70,211,863	108,076,187	38,264,324	20,052,513	7,990,041	13,062,472	26,285,520
1900-1901	24,704	76,277,886	107,360,020	31,000,445	16,658,608	7,222,455	9,436,153	24,111,002

\* Total miles of railway open for traffic during 20 years in Tens of Rupees, from 1883-84 to 1902-1903.

Year.	STORES.		Net imports of Stores.	TREASURE.		Net exports of Treasure.	Surplus imports of Stores.
	Imports.	Exports. (Foreign and Country).		Imports.	Exports.		
1883-84	Rs. 2,575,457	Rs. 54,704	Rs. 2,520,683	Rs. 28,736	Rs. 28,736	Rs. 2,491,928	Rs. 2,491,928
1884-85	2,503,761	54,761	2,498,997	9,850	73,950	2,425,047	2,425,047
1885-86	3,844,329	54,404	3,790,006	20,400	20,400	3,770,506	3,770,506
1886-87	3,116,889	41,467	3,074,432	36,005	36,005	3,038,427	3,038,427
1887-88	2,619,799	72,192	2,547,607	90,670	90,670	2,456,937	2,456,937
1888-89	2,870,149	71,961	2,798,788	80,850	80,850	2,717,938	2,717,938
1889-90	2,637,088	63,636	2,573,452	200	64,002	2,509,450	2,509,450
1890-91	2,940,470	91,660	2,848,810	15,000	61,572	36,272	2,812,538
1891-92	2,844,926	137,861	2,707,065	143,000	143,600	3,563,816	3,563,816
1892-93	3,660,247	59,470	3,600,768	29,929	29,929	3,570,839	3,570,839
1893-94	3,064,475	65,770	3,008,696	36,000	75,435	39,435	2,969,261
1894-95	3,861,555	98,779	3,762,776	22,200	68,055	45,855	3,216,921
1895-96	3,620,308	71,568	3,548,740	9,000	27,510	18,510	3,530,250
1896-97	4,189,251	69,799	4,119,452	9,211	11,005	2,794	4,117,658
1897-98	4,240,240	95,008	4,145,232	54,231	14,478	39,753	4,105,480
1898-99	3,721,187	78,292	3,642,895	11,656	3,540	8,116	3,634,350
1899-1900	4,692,617	107,134	4,585,483	15,172	8,347	6,825	4,579,136
1900-1901	4,616,704	349,636	4,267,068	8,118,154	6,762,940	1,355,214	2,903,854
1901-1902	7,281,570	430,412	6,851,158	952,956	3,008,224	2,055,268	4,795,890
1902-1903	7,031,258	681,235	6,350,023	62,590	847,026	784,436	5,664,888

## TRADE OF INDIA.—(Concl'd.)

*Value of the total Indian Imports and Exports of Merchandise (including Government Stores) into and from Bombay Presidency and Province in each quarter of the official years, from 1897-98 to 1901-1902.*

[illegible]

*Statement of Trade Balances for 20 years. Total values of Merchandise and Treasure*

Year.	INCOME.					EXPENSES.			BALANCE.			
	Memorandum.	Treasurer.	Council Office.	Private Subscribers.	Govt. Paper written off.	Total.	Memorandum (Country).	Treasurer.	Govt. Paper.	Total.	Assistants.	In view of.
1888-89	Rs. 12,32,00,000	Rs. 12,87,000	Rs. 24,85,000	Rs. 3,00,000	Rs. 2,40,000	28,26,000	Rs. 88,12,000	Rs. 99,12,000	Rs. 2,00,000	91,12,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1889-90	Rs. 13,41,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	32,20,000	Rs. 93,20,000	Rs. 1,00,20,000	Rs. 2,00,000	95,20,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1890-91	Rs. 14,50,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	35,16,000	Rs. 95,16,000	Rs. 1,00,20,000	Rs. 2,00,000	97,16,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1891-92	Rs. 15,59,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	38,12,000	Rs. 97,12,000	Rs. 1,00,20,000	Rs. 2,00,000	99,12,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1892-93	Rs. 16,68,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	41,08,000	Rs. 99,08,000	Rs. 1,00,20,000	Rs. 2,00,000	1,01,08,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1893-94	Rs. 17,77,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	44,04,000	Rs. 1,01,04,000	Rs. 1,00,20,000	Rs. 2,00,000	1,03,04,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1894-95	Rs. 18,86,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	47,00,000	Rs. 1,03,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,05,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1895-96	Rs. 19,95,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	50,00,000	Rs. 1,05,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,07,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1896-97	Rs. 21,04,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	53,00,000	Rs. 1,07,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,09,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1897-98	Rs. 22,13,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	56,00,000	Rs. 1,09,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,11,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1898-99	Rs. 23,22,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	59,00,000	Rs. 1,11,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,13,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1899-00	Rs. 24,31,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	62,00,000	Rs. 1,13,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,15,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1900-01	Rs. 25,40,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	65,00,000	Rs. 1,15,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,17,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1901-02	Rs. 26,49,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	68,00,000	Rs. 1,17,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,19,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1902-03	Rs. 27,58,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	71,00,000	Rs. 1,19,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,21,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1903-04	Rs. 28,67,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	74,00,000	Rs. 1,21,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,23,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1904-05	Rs. 29,76,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	77,00,000	Rs. 1,23,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,25,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1905-06	Rs. 30,85,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	80,00,000	Rs. 1,25,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,27,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1906-07	Rs. 31,94,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	83,00,000	Rs. 1,27,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,29,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1907-08	Rs. 33,03,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	86,00,000	Rs. 1,29,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,31,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1908-09	Rs. 34,12,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	89,00,000	Rs. 1,31,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,33,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1909-10	Rs. 35,21,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	92,00,000	Rs. 1,33,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,35,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1910-11	Rs. 36,30,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	95,00,000	Rs. 1,35,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,37,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1911-12	Rs. 37,39,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	98,00,000	Rs. 1,37,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,39,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1912-13	Rs. 38,48,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,01,00,000	Rs. 1,39,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,41,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1913-14	Rs. 39,57,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,04,00,000	Rs. 1,41,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,43,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1914-15	Rs. 40,66,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,07,00,000	Rs. 1,43,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,45,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1915-16	Rs. 41,75,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,10,00,000	Rs. 1,45,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,47,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1916-17	Rs. 42,84,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,13,00,000	Rs. 1,47,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,49,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1917-18	Rs. 43,93,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,16,00,000	Rs. 1,49,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,51,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1918-19	Rs. 45,02,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,19,00,000	Rs. 1,51,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,53,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1919-20	Rs. 46,11,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,22,00,000	Rs. 1,53,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,55,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1920-21	Rs. 47,20,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,25,00,000	Rs. 1,55,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,57,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1921-22	Rs. 48,29,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,28,00,000	Rs. 1,57,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,59,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1922-23	Rs. 49,38,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,31,00,000	Rs. 1,59,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,61,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1923-24	Rs. 50,47,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,34,00,000	Rs. 1,61,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,63,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1924-25	Rs. 51,56,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,37,00,000	Rs. 1,63,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,65,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1925-26	Rs. 52,65,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,40,00,000	Rs. 1,65,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,67,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1926-27	Rs. 53,74,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,43,00,000	Rs. 1,67,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,69,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1927-28	Rs. 54,83,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,46,00,000	Rs. 1,69,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,71,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1928-29	Rs. 55,92,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,49,00,000	Rs. 1,71,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,73,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1929-30	Rs. 57,01,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,52,00,000	Rs. 1,73,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,75,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1930-31	Rs. 58,10,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,55,00,000	Rs. 1,75,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,77,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1931-32	Rs. 59,19,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,58,00,000	Rs. 1,77,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,79,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1932-33	Rs. 60,28,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,61,00,000	Rs. 1,79,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,81,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1933-34	Rs. 61,37,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,64,00,000	Rs. 1,81,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,83,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1934-35	Rs. 62,46,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,67,00,000	Rs. 1,83,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,85,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1935-36	Rs. 63,55,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,70,00,000	Rs. 1,85,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,87,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1936-37	Rs. 64,64,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,73,00,000	Rs. 1,87,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,89,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1937-38	Rs. 65,73,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,76,00,000	Rs. 1,89,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,91,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1938-39	Rs. 66,82,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,79,00,000	Rs. 1,91,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,93,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1939-40	Rs. 67,91,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,82,00,000	Rs. 1,93,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,95,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1940-41	Rs. 69,00,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,85,00,000	Rs. 1,95,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,97,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1941-42	Rs. 70,09,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,88,00,000	Rs. 1,97,00,000	Rs. 1,00,20,000	Rs. 2,00,000	1,99,00,000	Rs. 1,41,00,000	Rs. 1,41,00,000
1942-43	Rs. 71,18,10,000	Rs. 12,67,000	Rs. 24,92,000	Rs. 3,00,000	Rs. 2,40,000	1,91						

# SHIPPING TRADE OF INDIA.

Table showing the total number and tonnage of STEAMERS entered and cleared with Cargoes and in Ballast from and to Foreign Countries at Ports in British India from 1900-1901 to 1902-1903.

PRESIDENCY.	STEAMERS ENTERED.											
	WITH CARGOES.						IN BALLAST.					
	1900-1901.		1901-1902.		1902-1903.		1900-1901.		1901-1902.		1902-1903.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal...	272	659,009	329	832,680	378	884,316	214	494,166	186	430,607	223	559,553
Bombay ...	510	1,073,808	548	1,207,670	564	1,285,309	30	85,872	69	147,803	79	174,894
Madras ...	678	723,217	687	895,595	708	892,501	215	134,249	163	130,918	151	98,189
Sind ...	113	183,716	125	214,489	145	254,472	4	4,109	86	124,026	46	98,573
Burma ...	219	346,024	239	447,944	260	515,294	148	304,710	127	284,319	138	434,601
TOTAL B. I.	1,792	2,996,434	1,928	3,618,048	2,008	3,900,552	611	994,146	603	1,117,693	638	1,865,783

## STEAMERS CLEARED.

Bengal ...	516	1,350,832	552	1,387,430	519	1,356,852	12	25,556	6	9,948	15	35,374
Bombay ...	368	846,886	437	1,053,714	493	1,185,973	14	26,815	8	13,012	18	50,302
Madras ...	759	737,053	651	750,958	789	1,041,463	131	60,870	98	55,394	98	50,236
Sind ...	124	205,818	213	448,040	235	447,991	2	3,730	1	2,433	2	4,218
Burma ...	388	709,660	400	782,169	506	1,086,969	1	84	...	...	...	...
TOTAL B. I.	2,155	3,698,238	2,273	4,394,511	2,541	5,116,048	160	117,012	113	81,297	132	149,245

# SHIPPING TRADE OF INDIA (Continued).

Table showing the total number and tonnage of SAILING VESSELS entered and cleared with Cargoes and in Ballast from and to Foreign Countries at Ports in British India from 1900-1901 to 1902-1903.

PRESIDENCY.	SAILING VESSELS ENTERED.											
	WITH CARGOES.						IN BALLAST.					
	1900-1901.		1901-1902.		1902-1903.		1900-1901.		1901-1902.		1902-1903.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal ...	42	50,691	28	30,830	25	30,779	13	10,114	14	7,874	10	11,209
Bombay ...	313	39,295	359	37,182	347	31,358	9	1,622	3	1,770	11	1,521
Madras ...	617	55,060	657	57,435	639	50,278	451	34,027	495	33,058	502	37,861
Sind ...	295	20,915	300	25,137	239	18,008	16	507	11	1,666	14	572
Burma ...	36	7,734	47	9,860	43	9,847	77	20,731	60	15,986	44	16,906
TOTAL B. I.	1,264	167,661	1,391	160,444	1,287	151,935	565	67,001	573	59,354	581	63,371

## SAILING VESSELS CLEARED.

Bengal ...	48	57,744	37	40,856	37	34,763	3	5,714	...	...	3	4,101
Bombay ...	283	31,230	253	28,760	226	25,380	4	305	5	340	...	13,088
Madras ...	960	76,755	1,018	78,229	1,071	69,005	129	12,341	159	12,657	225	13,683
Sind ...	243	18,897	202	14,010	195	15,409	10	642	13	1,041	12	763
Burma ...	73	25,205	62	14,862	72	25,340	2	105	3	3,815	...	...
TOTAL B. I.	1,607	209,831	1,572	176,717	1,614	191,454	148	19,107	160	17,253	240	17,972

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## TABULAR HISTORY.

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### TRADE OF INDIA FOR TWENTY YEARS.

*(Figures given are for the official years, from 1st April  
to 31st March.)*

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## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Austria-Hungary	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Laccadives and Maldives	...	...	...	...	...	...	...
Ceylon	1,328	2,190	...	...	...	...	...
Straits Settlements	...	355	288	1,237	579	176	...
United Kingdom	...	...	...	1,500	...	...	...
France	...	50	...	2,723	773	...	...
Egypt	...	...	...	...	...	...	...
Peria	...	...	...	...	...	...	...
Mauritius	...	5,302	575	6,247	...	162,901	...
Arabia	...	...	...	...	...	...	...
East Coast of Africa, Zanzibar	...	...	...	...	91,183	...	...
Aden	...	...	...	1,023	...	...	...
Mekran and Sonmiani	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...
Sumat	...	...	...	...	...	...	...
China—Hongkong	...	...	...	...	1,704	...	...
Turkey in Asia	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...
Other Countries	...	408	117	264	58	284	277
TOTAL	7,588	8,807	7,130	71,065	93,477	167,229	89,411

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Greece	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
Mauritius	...	...	...	...	...	...	...
Straits Settlements	607,108	1,265,362	390,944	1,810,260	1,365,465	1,219,721	1,374,711
Ceylon	24,870	43,717	38,590	61,117	91,853	88,567	97,201
Siam	1,42,164	221,514	80,555	244,859	316,035	115,814	142,521
Peria	...	...	...	...	...	...	...
United Kingdom	...	832	630	...	5,676	...	20,871
Holland	...	30,603	19,279	37,340	47,297	617	15,901
Norway	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Turkey in Europe	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
China—Treaty Ports	...	...	...	...	...	...	...
Mediterranean Ports	57,668	...	...	...	...	...	...
Africa (Other Ports)	...	...	...	...	...	...	...
France	...	1,440	...	...	...	...	...
Africa, East	625	816	872	812	150	707	359
Madagascar	...	69	6,573	...	...	...	...
Bombay or Renison	...	...	...	...	1,730	...	...
Cape Colony	1,265	5,941	2,331	...	...	...	...
Maldives	...	...	...	...	...	...	...
Mekran and Sonmiani	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...
Amritia	...	...	...	...	...	...	...
Natal	...	14,204	...	447	125	...	...
Java	...	325	5,249	9,839	4,380	...	...
Belgium	...	20,042	8,084	9,431	33,035	...	...
Germany	...	...	...	...	579	1,192	...
Italy	...	...	...	...	6,881	...	...
Turkey in Asia	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...
Other Countries	...	51	...	31	192	8	104
TOTAL	729,321	1,612,067	1,164,056	1,678,490	1,715,002	1,460,481	1,435,031

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IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Austria-Hungary	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Laccadives and Maldives	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...
Peria	...	...	...	...	...	...	...
Mauritius	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
East Coast of Africa, Zanzibar	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...
Mekran and Sonmiani	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...
Sumat	...	...	...	...	...	...	...
China—Hongkong	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
TOTAL	7,588	8,807	7,130	71,065	93,477	167,229	89,411

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## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Greece	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
Mauritius	...	...	...	...	...	...	...
Straits Settlements	607,108	1,265,362	390,944	1,810,260	1,365,465	1,219,721	1,374,711
Ceylon	24,870	43,717	38,590	61,117	91,853	88,567	97,201
Siam	1,42,164	221,514	80,555	244,859	316,035	115,814	142,521
Peria	...	...	...	...	...	...	...
United Kingdom	...	832	630	...	5,676	...	20,871
Holland	...	30,603	19,279	37,340	47,297	617	15,901
Norway	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Turkey in Europe	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
China—Treaty Ports	...	...	...	...	...	...	...
Mediterranean Ports	57,668	...	...	...	...	...	...
Africa (Other Ports)	...	...	...	...	...	...	...
France	...	1,440	...	...	...	...	...
Africa, East	625	816	872	812	150	707	359
Madagascar	...	69	6,573	...	...	...	...
Bombay or Renison	...	...	...	...	1,730	...	...
Cape Colony	1,265	5,941	2,331	...	...	...	...
Maldives	...	...	...	...	...	...	...
Mekran and Sonmiani	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...
Amritia	...	...	...	...	...	...	...
Natal	...	14,204	...	447	125	...	...
Java	...	325	5,249	9,839	4,380	...	...
Belgium	...	20,042	8,084	9,431	33,035	...	...
Germany	...	...	...	...	579	1,192	...
Italy	...	...	...	...	6,881	...	...
Turkey in Asia	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...
Other Countries	...	51	...	31	192	8	104
TOTAL	729,321	1,612,067	1,164,056	1,678,490	1,715,002	1,460,481	1,435,031

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Greece	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
Mauritius	...	...	...	...	...	...	...
Straits Settlements	607,108	1,265,362	390,944	1,810,260	1,365,465	1,219,721	1,374,711
Ceylon	24,870	43,717	38,590	61,117	91,853	88,567	97,201
Siam	1,42,164	221,514	80,555	244,859	316,035	115,814	142,521
Peria	...	...	...	...	...	...	...
United Kingdom	...	832	630	...	5,676	...	20,871
Holland	...	30,603	19,279	37,340	47,297	617	15,901
Norway	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Turkey in Europe	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
China—Treaty Ports	...	...	...	...	...	...	...
Mediterranean Ports	57,668	...	...	...	...	...	...
Africa (Other Ports)	...	...	...	...	...	...	...
France	...	1,440	...	...	...	...	...
Africa, East	625	816	872	812	150	707	359
Madagascar	...	69	6,573	...	...	...	...
Bombay or Renison	...	...	...	...	1,730	...	...
Cape Colony	1,265	5,941	2,331	...	...	...	...
Maldives	...	...	...	...	...	...	...
Mekran and Sonmiani	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...
Amritia	...	...	...	...	...	...	...
Natal	...	14,204	...	447	125	...	...
Java	...	325	5,249	9,839	4,380	...	...
Belgium	...	20,042	8,084	9,431	33,035	...	...
Germany	...	...	...	...	579	1,192	...
Italy	...	...	...	...	6,881	...	...
Turkey in Asia	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...
Other Countries	...	51	...	31	192	8	104
TOTAL	729,321	1,612,067	1,164,056	1,678,490	1,715,002	1,460,481	1,435,031

### IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. lbs.	1884-85. lbs.	1885-86. lbs.	1886-87. lbs.	1887-88. lbs.	1888-89. lbs.	1889-90. lbs.
Austria-Hungary	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...
Spain-Gibraltar	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...
Mauritius	...	...	...	...	...	...	...
China—Hong-Kong and Treaty Ports	529,320	807,478	1,254,452	1,011,181	1,167,270	1,216,500	1,100,311
China	1,817,447	1,590,077	1,777,199	2,138,477	2,065,418	2,222,530	2,140,000
Strait Settlements	638,046	682,098	707,519	629,358	645,418	642,750	642,750
United Kingdom	47,241	12,819	7,843	6,210	11,500	14,970	8,870
France	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...
Bel. Soc.	2,618	2,632	11,925	55,283	10,537	28,797	55,712
Aden	...	...	...	...	...	...	...
Africa	...	4,900	28,136	14,600	...	...	...
Cape Colony	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...
Japan	5,129	...	...	...	...	...	...
Malta	...	...	...	...	...	2,832	3,100
Africa, East	22,814	...	...	...	...	...	...
Natal	...	3,150	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
Java	...	...	...	6,650	...	...	...
Australia	...	...	20,940	52,850	179,120	26,840	165,600
Turkey in Asia	...	...	...	6,900	...	...	...
Russia	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...
Other Countries	715	5,808	2,120	178	1,078	581	1,020
<b>TOTAL</b>	<b>8,065,170</b>	<b>9,874,412</b>	<b>10,055,693</b>	<b>12,143,322</b>	<b>13,633,872</b>	<b>14,707,005</b>	<b>13,922,501</b>

### IMPORTS.

	COUNTRIES WHENCE IMPORTED.	1883-84. cwts.	1884-85. cwts.	1885-86. cwts.	1886-87. cwts.	1887-88. cwts.	1888-89. cwts.	1889-90. cwts.
Germany	.....	82,440	87,478	78,782	43,534	23,238	1,979	62,312
United Kingdom	.....	84,444	87,478	43,537	119	21,810	13,721	88,138
Australia	.....	.....	.....	.....	.....	.....	.....	.....
France	.....	.....	.....	.....	.....	.....	.....	.....
China—Hong-Kong	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries	.....	.....	.....	.....	.....	.....	.....	.....
Ceylon	.....	2,868	11,938	40,444	55,232	28,175	15,039	70,847
Africa, East	.....	19,614	1	4,768	5,387	2,076	1,466	.....
Other countries in Africa	.....	.....	1	.....	5	184	.....	9,831
Italy	.....	.....	.....	.....	.....	.....	.....	.....
Arabia	.....	.....	.....	.....	.....	.....	.....	.....
CochinChina—Siam	.....	201	.....	.....	.....	.....	.....	.....
France	.....	.....	.....	.....	.....	.....	.....	.....
Belgium	.....	.....	.....	.....	.....	119	.....	.....
Austria	.....	.....	.....	.....	.....	.....	.....	5,673
Other Countries	.....	12	.....	.....	.....	.....	.....	.....
TOTAL	.....	163,486	166,489	166,401	183,128	106,166	60,075	187,800

### IMPORTS.

[illegible]

## COFF

NET—(TILES, INGOTS, CAKES AND BRICKS).

## IMPORTS

[illegible]

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwts.	1884-85. cwts.	1885-86. cwts.	1886-87. cwts.	1887-88. cwts.	1888-89. cwts.	1889-90. cwts.
Australia ...	...	...	...	...	...	...	...
United Kingdom ...	101,373	133,001	222,751	191,839	219,555	108	...
China—Hong-Kong ...	330	245	225	232	...	...	...
Straits Settlements ...	164	209	116	87	68	...	...
France ...	114	148	107	308	268	141	80
Germany ...	...	...	...	...	...	...	...
Mauritius ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...
Mediterranean Ports ...	69	83	53	155	61	2	...
Aden ...	...	...	...	...	...	...	...
Italy ...	24	8	234	25	70	104	13
Egypt ...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...
Austria ...	80	11	11	10	11	1,305	1,000
Belgium ...	90	7	184	11	904	...	...
East Coast of Africa ...	...	229	42	21	...	...	...
Cape Colony ...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	100	...	...
Persia ...	...	...	...	...	645	...	...
Cochin-China—Saigon ...	...	...	...	...	...	...	...
Other Countries ...	65	22	25	7	16	...	...
TOTAL ...	182,369	184,683	224,202	192,732	222,119	1,800	2,100

## COFFEE (LANETTA).

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwts.	1884-85. cwts.	1885-86. cwts.	1886-87. cwts.	1887-88. cwts.	1888-89. cwts.	1889-90. cwts.
Australia ...	...	...	...	...	...	...	...
United Kingdom ...	101,373	133,001	222,751	191,839	219,555	108	...
China—Hong-Kong ...	330	245	225	232	...	...	...
Straits Settlements ...	164	209	116	87	68	...	...
France ...	114	148	107	308	268	141	80
Germany ...	...	...	...	...	...	...	...
Mauritius ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...
Mediterranean Ports ...	69	83	53	155	61	2	...
Aden ...	...	...	...	...	...	...	...
Italy ...	24	8	234	25	70	104	13
Egypt ...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...
Austria ...	80	11	11	10	11	1,305	1,000
Belgium ...	90	7	184	11	904	...	...
East Coast of Africa ...	...	229	42	21	...	...	...
Cape Colony ...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	100	...	...
Persia ...	...	...	...	...	645	...	...
Cochin-China—Saigon ...	...	...	...	...	...	...	...
Other Countries ...	65	22	25	7	16	...	...
TOTAL ...	182,369	184,683	224,202	192,732	222,119	1,800	2,100

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwts.	1884-85. cwts.	1885-86. cwts.	1886-87. cwts.	1887-88. cwts.	1888-89. cwts.	1889-90. cwts.
Australia ...	...	...	...	...	...	...	...
United Kingdom ...	101,373	133,001	222,751	191,839	219,555	108	...
China—Hong-Kong ...	330	245	225	232	...	...	...
Straits Settlements ...	164	209	116	87	68	...	...
Ceylon ...	...	...	...	...	...	...	...
Mauritius ...	...	...	...	...	...	...	...
Australia ...	190	...	...	...	...	...	...
Cape of Good Hope ...	231	...	53	297	160	...	...
Persia ...	...	...	...	...	...	...	...
Bombay ...	70	322	...	87	83	...	...
Java ...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...
America, U. S. ...	...	...	...	...	...	...	...
Italy ...	...	114	...	...	54	...	...
Africa, East ...	98	...	...	81	...	...	...
Aden ...	...	...	...	...	...	...	...
Arabia ...	190	...	...	...	121	...	...
South America ...	202	...	78	...	...	89	...
Natal ...	200	...	...	...	...	...	...
Turkey in Asia ...	221	97	256	140	...	...	...
Madagascar ...	...	...	...	...	...	...	...
Belgium ...	...	70	...	...	...	...	...
Cape Colony ...	...	...	409	125	1,725	3,440	...
Reunion ...	...	...	...	...	18	4	...
Egypt ...	...	...	...	...	616	84	...
Other Countries ...	...	16	35	43	66	...	...
TOTAL ...	300,889	198,170	257,254	263,232	179,728	68,890	102,400

## YARN (FOR SHEATHING).

COUNTRIES WHENCE IMPORTED.	1883-84. cwts.	1884-85. cwts.	1885-86. cwts.	1886-87. cwts.	1887-88. cwts.	1888-89. cwts.	1889-90. cwts.
Australia ...	...	...	...	...	...	...	...
United Kingdom ...	101,373	133,001	222,751	191,839	219,555	108	...
China—Hong-Kong ...	330	245	225	232	...	...	...
Straits Settlements ...	164	209	116	87	68	...	...
Ceylon ...	...	...	...	...	...	...	...
Mauritius ...	...	...	...	...	...	...	...
Australia ...	190	...	...	...	...	...	...
Cape of Good Hope ...	231	...	53	297	160	...	...
Persia ...	...	...	...	...	...	...	...
Bombay ...	70	322	...	87	83	...	...
Java ...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...
America, U. S. ...	...	...	...	...	...	...	...
Italy ...	...	114	...	...	54	...	...
Africa, East ...	98	...	...	81	...	...	...
Aden ...	...	...	...	...	...	...	...
Arabia ...	190	...	...	...	121	...	...
South America ...	202	...	78	...	...	89	...
Natal ...	200	...	...	...	...	...	...
Turkey in Asia ...	221	97	256	140	...	...	...
Madagascar ...	...	...	...	...	...	...	...
Belgium ...	...	70	...	...	...	...	...
Cape Colony ...	...	...	409	125	1,725	3,440	...
Reunion ...	...	...	...	...	18	4	...
Egypt ...	...	...	...	...	616	84	...
Other Countries ...	...	16	35	43	66	...	...
TOTAL ...	300,889	198,170	257,254	263,232	179,728	68,890	102,400



## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1853-54. cwts.	1854-55. cwts.	1855-56. cwts.	1856-57. cwts.	1857-58. cwts.	1858-59. cwts.	1859-60. cwts.
United Kingdom ...	106,248	91,076	93,237	125,906	138,499	138,542	163,600
Ceylon ...	...	...	1,000	...	...	...	...
Australia ...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...
Austria ...	...	...	...	...	...	...	...
United States ...	...	...	...	147	...	...	...
Aden ...	...	...	...	...	7	...	...
China—Hong-Kong	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...
Cape Colony ...	...	...	...	...	...	...	...
Swat ...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...
TOTAL ...	196,248	91,076	94,237	126,118	138,506	138,542	163,600

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1853-54. cwts.	1854-55. cwts.	1855-56. cwts.	1856-57. cwts.	1857-58. cwts.	1858-59. cwts.	1859-60. cwts.
United Kingdom ...	866,949	1,225,520	1,190,430	931,632	1,108,861	1,148,910	731,211
Austria ...	...	...	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	31,485	5,833	2,411	...
St. Helena ...	...	...	...	...	646	...	...
Straits Settlements	...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...	...
Norway ...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...
France ...	2,320	360	...	...	...	...	...
United States ...	...	...	...	...	202	...	...
Porto ...	...	...	...	...	...	...	...
Mediterranean Ports	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...
Italy ...	48,617	91,227	64,635	43,357	104,466	83,850	185,611
Aden ...	...	...	...	...	...	...	...
East Coast of Africa, Zanzibar	...	...	...	...	...	...	...
Cape Colony ...	382	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...
Arabic ...	...	...	...	...	...	...	...
Siam ...	...	...	...	...	...	...	...
China—Treaty Ports	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
Turkey in Asia ...	114	208	275	176	45	21	...
TOTAL ...	912,879	1,317,310	1,264,080	975,165	1,246,156	1,235,841	844,299

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1853-54. cwts.	1854-55. cwts.	1855-56. cwts.	1856-57. cwts.	1857-58. cwts.	1858-59. cwts.	1859-60. cwts.
United Kingdom ...	127,724	156,038	190,925	60,817	210,416	235,192	210,452
Australia ...	...	...	5,006	...	...	...	...
Belgium ...	...	...	...	...	...	...	...
Austria ...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...
Aden ...	...	...	...	...	...	...	...
China—Hong-Kong	...	1,800	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...
Cape Colony ...	...	...	...	...	...	...	...
Swat ...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...
TOTAL ...	147,724	158,730	201,037	260,958	217,416	244,224	203,568

## II—(Bar).

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1853-54. cwts.	1854-55. cwts.	1855-56. cwts.	1856-57. cwts.	1857-58. cwts.	1858-59. cwts.	1859-60. cwts.
United Kingdom ...	490,947	617,376	214,492	184,869	281,917	167,272	225,849
Austria ...	...	...	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...
St. Helena ...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...	...
Norway ...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...
Porto ...	...	...	...	...	...	...	...
Mediterranean Ports	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Aden ...	...	...	...	...	...	...	...
East Coast of Africa, Zanzibar	...	...	...	...	...	...	...
Cape Colony ...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...
Arabic ...	...	...	...	...	...	...	...
Siam ...	...	...	...	...	...	...	...
China—Treaty Ports	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
TOTAL ...	1,047,941	542,015	593,436	538,627	535,003	535,257	490,678

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom	624,008	668,920	376,347	389,656	381,625	420,180	509,662
Strait Settlements	...	...	...	...	...	...	...
Ceylon	...	...	400	...	...	28	...
France	...	...	...	...	...	...	...
Maritima	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...
Germany	14,776	39,497	51,103	60,979	58,044	21,561	86,411
Turkey in Asia	1,718	841	...	...	...	...	...
Holland	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...
Norway	...	...	...	...	2,920	...	...
Persia	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
TOTAL	641,490	406,772	418,880	444,076	421,854	442,100	449,071

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom	579,751	523,772	466,644	464,612	404,289	442,650	511,383
Egypt	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...
Holland	418	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...
East Coast of Africa—Zulu	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...
China—Hong-Kong	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...
Persia	15,141	4,890	2,803	24,978	10,927	43,870	147,881
Strait Settlements	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
Germany	...	...	...	...	1,216	...	...
Other Countries	...	...	...	...	...	...	...
TOTAL	592,580	528,276	498,037	499,027	506,184	486,656	534,000

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Germany	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...
Ceylon	230,746	227,494	218,020	255,424	349,026	360,372	361,610
Austria	...	234	242	...	...	330	...
France	...	...	...	...	...	...	...
Norway	...	...	...	100	...	...	...
Aden	...	...	...	...	...	...	...
Persia	433	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
Belgium	...	24	...	68	...	140	...
Egypt	...	...	...	...	...	...	...
TOTAL	1251,210	127,728	218,320	256,604	340,160	360,630	361,610

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom	136,418	113,161	179,657	187,087	220,085	134,032	134,032
Strait Settlements	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
Maritima	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
TOTAL	40,070	400,001	525,504	757,795	781,613	738,105	605,909

## AND PLATES—INCLUDING TINNED PLATES.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom	579,751	523,772	466,644	464,612	404,289	442,650	511,383
Egypt	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...
Holland	418	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...
East Coast of Africa—Zulu	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...
China—Hong-Kong	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...
Persia	15,141	4,890	2,803	24,978	10,927	43,870	147,881
Strait Settlements	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
TOTAL	592,580	528,276	498,037	499,027	506,184	486,656	534,000

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Germany	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...
Ceylon	230,746	227,494	218,020	255,424	349,026	360,372	361,610
Austria	...	234	242	...	...	330	...
France	...	...	...	...	...	...	...
Norway	...	...	...	100	...	...	...
Aden	...	...	...	...	...	...	...
Persia	433	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
Belgium	...	24	...	68	...	140	...
Egypt	...	...	...	...	...	...	...
TOTAL	1251,210	127,728	218,320	256,604	340,160	360,630	361,610

47,071 489,415 539,448 726,420 815,294 764,972 682,907 674,101 610,104 579,310 1,621,108

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Holland ...	...	...	...	...	...	...	...
United Kingdom ...	21,015	37,276	17,798	16,496	18,891	10,664	10,461
Straits Settlements ...	75	525	98	...	...	...	...
France ...	545	...	1,034	...	4,120	10,398	248
Belgium ...	...	...	...	...	...	...	...
Alien ...	...	...	...	...	...	...	...
Peru ...	...	...	...	...	...	...	...
Ceylon ...	...	...	16	...	...	...	...
Italy ...	...	...	4,165	8,994	...	2,006	...
Arabia ...	326	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...
Zanzibar ...	...	...	...	...	...	...	...
Africa East ...	...	...	...	...	...	...	...
Other Countries ...	28	102	...	23	10	...	...
TOTAL ...	21,001	37,903	23,111	23,513	22,007	22,163	21,116

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Germany ...	...	...	...	...	...	...	...
United Kingdom ...	5,078	10,489	6,221	6,583	6,350	7,593	7,721
France ...	350	1,035	672	2,418	1,637	4,483	9,342
Ceylon ...	503	...	10	...	...	...	...
Holland ...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	80	...	...	...	...
Arabia ...	...	...	...	...	...	10	...
Egypt ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Mauritius ...	...	...	102	120	...	105	291
East Africa (British) ...	2	...	...	...	...	...	...
Australia (German) ...	...	...	...	...	...	...	...
Belgium ...	...	...	100	...	...	...	...
Peru ...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...
Other Countries ...	16	47	...	83	31	21	4
Australia ...	...	...	...	...	...	...	...
TOTAL ...	6,849	11,491	7,488	9,205	8,074	12,408	9,075

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ...	...	...	...	...	...	...	...
Germany ...	46,415	49,247	44,113	69,015	76,090	73,186	72,753
France ...	115	112	...	63	100	...	...
United States ...	...	...	...	...	...	...	...
Alien ...	...	...	...	...	...	...	...
Mauritius ...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...
East Coast of Africa ...	...	...	...	...	...	...	...
Zanzibar ...	...	...	...	...	...	...	...
Natal ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	84	...	...
Italy ...	...	...	...	...	100	...	...
Egypt ...	...	...	...	...	...	...	...
Other Countries ...	12	...	...	...	...	80	77
TOTAL ...	46,572	49,360	44,170	69,218	77,234	73,263	72,834

## IMPORT—(Pig).

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Holland ...	...	...	...	...	...	...	...
United Kingdom ...	5,500	11,820	4,670	6,267	5,991	4,132	4,450
Straits Settlements ...	...	...	...	...	...	...	...
France ...	5,494	7,474	11,648	6,886	6,287	7,285	8,848
Belgium ...	...	...	...	...	...	...	...
Alien ...	...	...	...	...	...	...	...
Peru ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...
Zanzibar ...	...	...	...	...	...	...	...
Africa East ...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...
TOTAL ...	21,001	37,903	23,111	23,513	22,007	22,163	21,116

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Germany ...	...	...	...	...	...	...	...
United Kingdom ...	5,078	10,489	6,221	6,583	6,350	7,593	7,721
France ...	350	1,035	672	2,418	1,637	4,483	9,342
Ceylon ...	503	...	10	...	...	...	...
Holland ...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	80	...	...	...	...
Arabia ...	...	...	...	...	...	10	...
Egypt ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Mauritius ...	...	...	102	120	...	105	291
East Africa (British) ...	2	...	...	...	...	...	...
Australia (German) ...	...	...	...	...	...	...	...
Belgium ...	...	...	100	...	...	...	...
Peru ...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...
Other Countries ...	16	47	...	83	31	21	4
Australia ...	...	...	...	...	...	...	...
TOTAL ...	6,849	11,491	7,488	9,205	8,074	12,408	9,075

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Germany ...	...	...	...	...	...	...	...
United Kingdom ...	5,078	10,489	6,221	6,583	6,350	7,593	7,721
France ...	350	1,035	672	2,418	1,637	4,483	9,342
Ceylon ...	503	...	10	...	...	...	...
Holland ...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	80	...	...	...	...
Arabia ...	...	...	...	...	...	10	...
Egypt ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Mauritius ...	...	...	102	120	...	105	291
East Africa (British) ...	2	...	...	...	...	...	...
Australia (German) ...	...	...	...	...	...	...	...
Belgium ...	...	...	100	...	...	...	...
Peru ...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...
Other Countries ...	16	47	...	83	31	21	4
Australia ...	...	...	...	...	...	...	...
TOTAL ...	6,849	11,491	7,488	9,205	8,074	12,408	9,075

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Germany ...	...	...	...	...	...	...	...
United Kingdom ...	5,078	10,489	6,221	6,583	6,350	7,593	7,721
France ...	350	1,035	672	2,418	1,637	4,483	9,342
Ceylon ...	503	...	10	...	...	...	...
Holland ...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	80	...	...	...	...
Arabia ...	...	...	...	...	...	10	...
Egypt ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Mauritius ...	...	...	102	120	...	105	291
East Africa (British) ...	2	...	...	...	...	...	...
Australia (German) ...	...	...	...	...	...	...	...
Belgium ...	...	...	100	...	...	...	...
Peru ...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...
Other Countries ...	16	47	...	83	31	21	4
Australia ...	...	...	...	...	...	...	...
TOTAL ...	6,849	11,491	7,488	9,205	8,074	12,408	9,075

### IMPORTS.

COUNTRIES WHENCE IMPORTED.	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.	1892-93. cwts.	1893-94. cwts.	1894-95. cwts.	1895-96. cwts.	1896-97. cwts.	1897-98. cwts.	1898-99. cwts.	1899-1900. cwts.	1900-1901. cwts.	1901-1902. cwts.	1902-1903. cwts.
Strait Settlements	...	38,167	40,501	36,261	37,834	20,144	31,940	37,770	44,001	45,429	49,356	35,412	37,694	27,592	15,880	21,054	24,022	25,788	...	
China—Hong Kong	...	468	614	383	411	593	720	985	1,230	845	799	885	787	955	845	1,472	1,640	...	...	
United Kingdom	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Siam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Peru	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Ceylon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Manitoba	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Aden	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Australia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
France	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Java	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Arabia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
East Africa—Other ports	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Austria	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
East Africa (British)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Turkey in Asia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Other Countries	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL	...	38,877	41,091	36,728	38,272	20,846	33,169	39,753	45,665	46,294	50,150	36,300	38,483	29,099	17,292	22,091	25,907	27,380	...	

### IMPORTS.

[illegible]

1. IT—BLOCK.

### IMPORTS.

[illegible]

17—(INCLUDING PLATES OR SHEETS, NOT TINNED IRON).

## IMPORTS

Year	1934-35	1935-36	1936-37	1937-38	1938-39	1939-40	1940-41	1941-42	1942-43	1943-44	1944-45	1945-46	1946-47	1947-48	1948-49	1949-50	1950-51	1951-52	1952-53	1953-54	1954-55	1955-56	1956-57	1957-58	1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68	1968-69	1969-70	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53	2053-54	2054-55	2055-56	2056-57	2057-58	2058-59	2059-60	2060-61	2061-62	2062-63	2063-64	2064-65	2065-66	2066-67	2067-68	2068-69	2069-70	2070-71	2071-72	2072-73	2073-74	2074-75	2075-76	2076-77	2077-78	2078-79	2079-80	2080-81	2081-82	2082-83	2083-84	2084-85	2085-86	2086-87	2087-88	2088-89	2089-90	2090-91	2091-92	2092-93	2093-94	2094-95	2095-96	2096-97	2097-98	2098-99	2099-00	2100-01	2101-02	2102-03	2103-04	2104-05	2105-06	2106-07	2107-08	2108-09	2109-10	2110-11	2111-12	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	2304-05	2305-06	2306-07	2307-08	2308-09	2309-10	2310-11	2311-12	2312-13	2313-14	2314-15	2315-16	2316-17	2317-18	2318-19	2319-20	2320-21	2321-22	2322-23	2323-24	2324-25	2325-26	2326-27	2327-28	2328-29	2329-30	2330-31	2331-32	2332-33	2333-34	2334-35	2335-36	2336-37	2337-38	2338-39	2339-40	2340-41	2341-42	2342-43	2343-44	2344-45	2345-46	2346-47	2347-48	2348-49	2349-50	2350-51	2351-52	2352-53	2353-54	2354-55	2355-56	2356-57	2357-58	2358-59	2359-60	2360-61	2361-62	2362-63	2363-64	2364-65	2365-66	2366-67	2367-68	2368-69	2369-70	2370-71	2371-72	2372-73	2373-74	2374-75	2375-76	2376-77	2377-78	2378-79	2379-80	2380-81	2381-82	2382-83	2383-84	2384-85	2385-86	2386-87	2387-88	2388-89	2389-90	2390-91	2391-92	2392-93	2393-94	2394-95	2395-96	2396-97	2397-98	2398-99	2399-00	2400-01	2401-02	2402-03	2403-04	2404-05	2405-06	2406-07	2407-08	2408-09	2409-10	2410-11	2411-12	2412-13	2413-14	2414-15	2415-16	2416-17	2417-18	2418-19	2419-20	2420-21	2421-22	2422-23	2423-24	2424-25	2425-26	2426-27	2427-28	2428-29	2429-30	2430-31	2431-32	2432-33	2433-34	2434-35	2435-36	2436-37	2437-38	2438-39	2439-40	2440-41	2441-42	2442-43	2443-44	2444-45	2445-46	2446-47	2447-48	2448-49	2449-50	2450-51	2451-52	2452-53	2453-54	2454-55	2455-56	2456-57	2457-58	2458-59	2459-60	2460-61	2461-62	2462-63	2463-64	2464-65	2465-66	2466-67	2467-68	2468-69	2469-70	2470-71	2471-72	2472-73	2473-74	2474-75	2475-76	2476-77	2477-78	2478-79	2479-80	2480-81	2481-82	2482-83	2483-84	2484-85	2485-86	2486-87	2487-88	2488-89	2489-90	2490-91	2491-92	2492-93	2493-94	2494-95	2495-96	2496-97	2497-98	2498-99	2499-00	2500-01	2501-02	2502-03	2503-04	2504-05	2505-06	2506-07	2507-08	2508-09	2509-10	2510-11	2511-12	2512-13	2513-14	2514-15	2515-16	2516-17	2517-18	2518-19	2519-20	2520-21	2521-22	2522-23	2523-24	2524-25	2525-26	2526-27	2527-28	2528-29	2529-30	2530-31	2531-32	2532-33	2533-34	2534-35	2535-36	2536-37	2537-38	2538-39	2539-40	2540-41	2541-42	2542-43	2543-44	2544-45	2545-46	2546-47	2547-48	2548-49	2549-50	2550-51	2551-52	2552-53	2553-54	2554-55	2555-56	2556-57	2557-58	2558-59	2559-60	2560-61	2561-62	2562-63	2563-64	2564-65	2565-66	2566-67	2567-68	2568-69	2569-70	2570-71	2571-72	2572-73	2573-74	2574-75	2575-76	2576-77	2577-78	2578-79	2579-80	2580-81	2581-82	2582-83	2583-84	2584-85	2585-86	2586-87	2587-88	2588-89	2589-90	2590-91	2591-92	2592-93	2593-94	2594-95	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12	2612-13	2613-14	2614-15	2615-16	2616-17	2617-18	2618-19	2619-20	2620-21	2621-22	2622-23	2623-24	2624-25	2625-26	2626-27	2627-28	2628-29	2629-30	2630-31	2631-32	2632-33	2633-34	2634-35	2635-36	2636-37	2637-38	2638-39	2639-40	2640-41	2641-42	2642-43	2643-44	2644-45	2645-46	2646-47	2647-48	2648-49	2649-50	2650-51	2651-52	2652-53	2653-54	2654-55	2655-56	2656-57	2657-58	2658-59	2659-60	2660-61	2661-62	2662-63	2663-64	2664-65	2665-66	2666-67	2667-68	2668-69	2669-70	2670-71	2671-72	2672-73	2673-74	2674-75	2675-76	2676-77	2677-78	2678-79	2679-80	2680-81	2681-82	2682-83	2683-84	2684-85	2685-86	2686-87	2687-88	2688-89	2689-90	2690-91	2691-92	2692-93	2693-94	2694-95	2695-96	2696-97	2697-98	2698-99	2699-00	2700-01	2701-02	2702-03	2703-04	2704-05	2705-06	2706-07	2707-08	2708-09	2709-10	2710-11	2711-12	2712-13	2713-14	2714-15	2715-16	2716-17	2717-18	2718-19	2719-20	2720-21	2721-22	2722-23	2723-24	2724-25	2725-26	2726-27	2727-28	2728-29	2729-30	2730-31	2731-32	2732-33	2733-34	2734-35	2735-36	2736-37	2737-38	2738-39	2739-40	2740-41	2741-42	2742-43	2743-44	2744-45	2745-46	2746-47	2747-48	2748-49	2749-50	2750-51	2751-52	2752-53	2753-54	2754-55	2755-56	2756-57	2757-58	2758-59	2759-60	2760-61	2761-62	2762-63	2763-64	2764-65	2765-66	2766-67	2767-68	2768-69	2769-70	2770-71	2771-72	2772-73	2773-74	2774-75	2775-76	2776-77	2777-78	2778-79	2779-80	2780-81	2781-82	2782-83	2783-84	2784-85	2785-86	2786-87	2787-88	2788-89	2789-90	2790-91	2791-92	2792-93	2793-94	2794-95	2795-96	2796-97	2797-98	2798-99	2799-00	2800-01	2801-02	2802-03	2803-04	2804-05	2805-06	2806-07	2807-08	2808-09	2809-10	2810-11	2811-12	2812-13	2813-14	2814-15	2815-16	2816-17	2817-18	2818-19	2819-20	2820-21	2821-22	2822-23	2823-24	2824-25	2825-26	2826-27	2827-28	2828-29	2829-30	2830-31	2831-32	2832-33	2833-34	2834-35	2835-36	2836-37	2837-38	2838-39	2839-40	2840-41	2841-42	2842-43	2843-44	2844-45	2845-46	2846-47	2847-48	2848-49	2849-50	2850-51	2851-52	2852-53	2853-54	2854-55	2855-56	2856-57	2857-58	2858-59	2859-60	2860-61	2861-62	2862-63	2863-64	2864-65	2865-66	2866-67	2867-68	2868-69	2869-70	2870-71	2871-72	2872-73	2873-74	2874-75	2875-76	2876-77	2877-78	2878-79	2879-80	2880-81	2881-82	2882-83	2883-84	2884-85	2885-86	2886-87	2887-88	2888-89	2889-90	2890-91	2891-92	2892-93	2893-94	2894-95	2895-96	2896-97	2897-98	2898-99	2899-00	2900-01	2901-02	2902-03	2903-04	2904-05	2905-06	2906-07	2907-08	2908-09	2909-10	2910-11	2911-12	2912-13	2913-14	2914-15	2915-16	2916-17	2917-18	2918-19	2919-20	2920-21	2921-22	2922-23	2923-24	2924-25	2925-26	2926-27	2927-28	2928-29	2929-30	2930-31	2931-32	2932-33	2933-34	2934-35	2935-36	2936-37	2937-38	2938-39	2939-40	2940-41	2941-42	2942-43	2943-44	2944-45	2945-46	2946-47	2947-48	2948-49	2949-50	2950-51	2951-52	2952-53	2953-54	2954-55	2955-56	2956-57	2957-58	2958-59	2959-60	2960-61	2961-62	2962-63	2963-64	2964-65	
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	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969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## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Austria ...	...	...	...	...	...	...	...
Madagascar ...	...	...	...	...	...	...	...
United Kingdom ...	108,816	96,150	120,094	157,751	117,987	43,972	...
Straits Settlements ...	...	...	...	...	...	...	...
Australia ...	624	249	134	...	...	...	...
France ...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...
Peru ...	...	...	...	...	...	...	...
Mauritius ...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Aden ...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...
Africa, East (British) ...	...	...	...	...	...	...	...
Other Countries ...	14	34	37	17	26	...	...
TOTAL ...	100,997	98,627	129,875	162,764	118,412	48,896	...

## SPELTER OR

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	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.	1899-1900. cwt.	1900-1901. cwt.	1901-1902. cwt.	1902-1903. cwt.
Austria ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madagascar ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United Kingdom ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Peru ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Africa, East (British) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	100,997	98,627	129,875	162,764	118,412	48,896	...	...	...	...	...	...	...	...	...	...	...	...	...	...

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	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.	1899-1900. cwt.	1900-1901. cwt.	1901-1902. cwt.	1902-1903. cwt.
Straits Settlements...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United Kingdom ...	19,766	11,724	16,258	13,109	12,778	11,318	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Natal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany ...	610	753	98	306	368	702	...	...	...	...	...	...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norway ...	2,181	2,036	3,442	3,774	2,668	2,015	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Russia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Countries ...	81	108	90	85	81	102	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	22,618	14,616	19,205	17,392	5,890	16,193	...	...	...	...	...	...	...	...	...	...	...	...	...	...

## SPELTER OR MANUFACTURED.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	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.	1899-1900. cwt.	1900-1901. cwt.	1901-1902. cwt.	1902-1903. cwt.
Straits Settlements...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United Kingdom ...	19,766	11,724	16,258	13,109	12,778	11,318	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Natal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany ...	610	753	98	306	368	702	...	...	...	...	...	...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norway ...	2,181	2,036	3,442	3,774	2,668	2,015	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Russia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Countries ...	81	108	90	85	81	102	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	22,618	14,616	19,205	17,392	5,890	16,193	...	...	...	...	...	...	...	...	...	...	...	...	...	...

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. Gals.	1884-85. Gals.	1885-86. Gals.	1886-87. Gals.	1887-88. Gals.	1888-89. Gals.	1889-90. Gals.	1890-91. Gals.	1891-92. Gals.	1892-93. Gals.	1893-94. Gals.	1894-95. Gals.	1895-96. Gals.	1896-97. Gals.	1897-98. Gals.	1898-99. Gals.	1899-1900. Gals.	1900-1901. Gals.	1901-1902. Gals.	1902-1903. Gals.
Cape Colony ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United States ...	17,714,667	95,000,000	17,461,872	29,144,755	29,038,020	20,645,594	18,644,033	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. (in bulk) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South America ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements ...	292,918	54,672	67,651	99,185	70,423	4,834	27,667	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. (in bulk) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United Kingdom ...	42,886	36,188	11,233	76,720	24,276	14,922	8,796	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon ...	16,830	9,192	28,867	65,701	30,666	104,170	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. (in bulk) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast of Africa ...	40,000	152,530	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. (in bulk) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Natal ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. Gals.	1884-85. Gals.	1885-86. Gals.	1886-87. Gals.	1887-88. Gals.	1888-89. Gals.
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## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.
United Kingdom	635,928	609,428	714,628	682,361	761,771	790,800	820,516
Australia	84,928	25,400	38,201	30,616	35,951	17,338	11,150
France	1,675	100	...	427	...	...	...
Mauritius	...	78	...	...	...	...	...
America, U. S.	...	174	1,726	1,202	120	...	...
Ceylon	...	194	536	147	762	272	83
Russia	...	...	...	...	...	...	...
Aden	...	210	234	640	228	290	318
Germany	...	890	14,215	616	57	230	14
Holland	...	...	...	...	...	...	...
Straits Settlements	...	664	111	971	76	190	50
Java-Moluccas	...	828	900	...	...	236	33
Madagascar	...	...	...	...	...	...	...
Reunion	...	...	...	...	...	...	...
Celbes	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...
Italy	...	906	516	100	70	...	...
South America	...	146	...	149	...	...	...
Cape of Good Hope	...	476	1,218	657	705	587	...
Chips Colony	...	...	...	...	...	...	...
Egypt	...	1,578	215	100	53	...	...
St. Helena	...	...	...	...	...	...	...
Arabia	...	...	316	...	100	81	...
Malta	...	...	80	...	...	...	...
China—(Hong-Kong	...	...	...	200	...	...	...
Treaty Ports	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...
Italy	...	850	...	...	...	...	...
Belgium	...	...	297	750	319	...	...
Japan	...	...	200	...	1,550	200	318
East Coast of Africa	...	...	...	...	145	...	...
Mozambique	...	...	...	...	...	...	...
Zanzibar	...	...	...	...	...	...	...
Other Ports	...	...	...	...	...	...	...
West Indies	...	...	...	...	...	...	...
Sumatra	...	110	150	66	128	95	92
Other Countries	...	...	...	...	...	...	...
TOTAL	678,409	699,177	759,806	728,116	800,160	810,464	872,701

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
Persia	...	...	...	...	...	...	...
Madagascar	...	63,444	65,641	33,284	44,304	54,018	972
Southern and Mckran	...	...	...	...	...	...	...
United Kingdom	...	2,923	553	4,247	11,319	6,425	19,800
Belgium	...	907	...	...	...	704	9
France	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
China—(Hong-Kong	...	222	...	...	314	777	31
Treaty Ports	...	...	...	...	...	...	...
Ceylon	...	...	317	...	...	...	1,345
Rio	...	...	...	115	1,203	...	275
Anatolia	...	...	...	...	...	...	...
Arabia	...	497	1,921	4,755	4,585	2,703	1,477
Madagascar	...	...	...	...	...	...	...
Turkey in Asia	...	170	1,482	739	979	700	1,378
Aden	...	...	338	127	124	...	...
Egypt	...	...	...	...	48	850	58
Mauritius	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...
Algeria	...	...	...	...	...	...	...
Germany	...	178	...	...	...	...	...
East Africa (British)	...	...	...	106	...	...	...
Other Ports	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	62	...	...
Japan	...	...	...	...	...	122	...
Other Countries	...	...	108	47	3	66	...
Australia	...	...	...	...	...	...	...
TOTAL	48,070	68,009	75,777	97,100	64,078	64,427	116,000

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.
United Kingdom	619,769	762,517	720,105	833,720	216,761	285,107	288,153
Australia	11,150	15,344	35,346	16,466	15,778	20,282	34,638
France	...	...	...	...	...	...	...
Mauritius	...	...	...	...	...	...	...
America, U. S.	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...
Java-Moluccas	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...
Reunion	...	...	...	...	...	...	...
Celbes	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
South America	...	...	...	...	...	...	...
Cape of Good Hope	...	...	...	...	...	...	...
Chips Colony	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...
St. Helena	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...
Malta	...	...	...	...	...	...	...
China—(Hong-Kong	...	...	...	...	...	...	...
Treaty Ports	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
East Coast of Africa	...	...	...	...	...	...	...
Mozambique	...	...	...	...	...	...	...
Zanzibar	...	...	...	...	...	...	...
Other Ports	...	...	...	...	...	...	...
West Indies	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
TOTAL	678,409	699,177	759,806	728,116	800,160	810,464	872,701

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## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
Persia	...	...	...	...	...	...	...
Madagascar	...	63,444	65,641	33,284	44,304	54,018	972
Southern and Mckran	...	...	...	...	...	...	...
United Kingdom	...	2,923	553	4,247	11,319	6,425	19,800
Belgium	...	907	...	...	...	704	9
France	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...
China—(Hong-Kong	...	222	...	...	314	777	31
Treaty Ports	...	...	...	...	...	...	...
Ceylon	...	...	317	...	...	...	1,345
Rio	...	...	...	115	1,203	...	275
Anatolia	...	...	...	...	...	...	...
Arabia	...	497	1,921	4,755	4,585	2,703	1,477
Madagascar	...	...	...	...	...	...	...
Turkey in Asia	...	170	1,482	739	979	700	1,378
Aden	...	...	338	127	124	...	...
Egypt	...	...	...	...	48	850	58
Mauritius	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...
Algeria	...	...	...	...	...	...	...
Germany	...	178	...	...	...	...	...
East Africa (British)	...	...	...	106	...	...	...
Other Ports	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	62	...	...
Japan	...	...	...	...	...	122	...
Other Countries	...	...	108	47	3	66	...
Australia	...	...	...	...	...	...	...
TOTAL	48,070	68,009	75,777	97,100	64,078	64,427	116,000

## IMPORTS.

COUNTRIES whence Imports.	1893-94. lbs.	1894-95. lbs.	1895-96. lbs.	1896-97. lbs.	1897-98. lbs.	1898-99. lbs.	1899-00. lbs.
United Kingdom ..	44,541,776	43,837,634	45,249,117	48,145,741	50,753,259	51,931,972	51,931,972
Italy ..	51,243	145,000	77,386	25,000	31,000	10,000	10,000
Ceylon ..	107,846	90,382	21,276	56,309	58,102	10,000	10,000
Australia ..	291,143	620,000	498,214	797,478	874,440	100,000	100,000
Holland ..	21,377	.....	.....	.....	16,100	8,270	8,270
Japan ..	.....	.....	.....	.....	16,430	10,000	10,000
Amis ..	1,000	.....	.....	.....	2,500	.....	.....
Strait Settlements ..	5,174	11,000	.....	.....	16,430	.....	.....
France ..	.....	3,500	33,500	9,000	3,100	2,300	.....
Germany ..	.....	.....	2,000	.....	.....	3,000	.....
Algeria ..	.....	.....	.....	.....	.....	.....	.....
Spain ..	.....	.....	.....	.....	.....	.....	.....
Belgium ..	.....	.....	.....	.....	.....	.....	.....
China (Hong Kong)	.....	.....	11,300	.....	22,500	122,240	122,240
China (Tientsin)	.....	.....	.....	47,000	39,100	4,400	4,400
United States ..	.....	.....	.....	.....	.....	.....	.....
Aden ..	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa-Zanzibar	.....	5,000	72,235	4,430	5,000	.....	.....
Mekran and Somaliland ..	.....	.....	.....	.....	.....	.....	.....
Japan ..	.....	.....	.....	.....	.....	.....	.....
India ..	.....	.....	.....	.....	.....	.....	.....
Turkey in Asia ..	.....	.....	.....	.....	.....	.....	.....
Other Countries ..	381	1,300	2,101	3,100	1,700	5,600	5,600
TOTAL ..	45,379,556	44,799,037	45,514,113	49,619,979	51,842,615	52,887,181	52,887,181

## COTTON YARN (ALL KINDS).

## IMPORTS.

COUNTRIES whence Imports.	1893-94. lbs.	1894-95. lbs.	1895-96. lbs.	1896-97. lbs.	1897-98. lbs.	1898-99. lbs.	1899-00. lbs.	1900-1901. lbs.	1901-1902. lbs.	1902-1903. lbs.
United Kingdom ..	44,541,776	43,837,634	45,249,117	48,145,741	50,753,259	51,931,972	51,931,972	51,931,972	51,931,972	51,931,972
Italy ..	51,243	145,000	77,386	25,000	31,000	10,000	10,000	10,000	10,000	10,000
Ceylon ..	107,846	90,382	21,276	56,309	58,102	10,000	10,000	10,000	10,000	10,000
Australia ..	291,143	620,000	498,214	797,478	874,440	100,000	100,000	100,000	100,000	100,000
Holland ..	21,377	.....	.....	.....	16,100	8,270	8,270	8,270	8,270	8,270
Japan ..	.....	.....	.....	.....	16,430	10,000	10,000	10,000	10,000	10,000
Amis ..	1,000	.....	.....	.....	2,500	.....	.....	.....	.....	.....
Strait Settlements ..	5,174	11,000	.....	.....	16,430	.....	.....	.....	.....	.....
France ..	.....	3,500	33,500	9,000	3,100	2,300	.....	.....	.....	.....
Germany ..	.....	.....	2,000	.....	.....	3,000	.....	.....	.....	.....
Algeria ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spain ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belgium ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
China (Hong Kong)	.....	.....	11,300	.....	22,500	122,240	122,240	122,240	122,240	122,240
China (Tientsin)	.....	.....	.....	47,000	39,100	4,400	4,400	4,400	4,400	4,400
United States ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aden ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa-Zanzibar	.....	5,000	72,235	4,430	5,000	.....	.....	.....	.....	.....
Mekran and Somaliland ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Japan ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
India ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Turkey in Asia ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries ..	381	1,300	2,101	3,100	1,700	5,600	5,600	5,600	5,600	5,600
TOTAL ..	45,379,556	44,799,037	45,514,113	49,619,979	51,842,615	52,887,181	52,887,181	52,887,181	52,887,181	52,887,181

## IMPORTS.

## COTTON

## GREY—(UNBLEACHED), ALL KINDS.

## IMPORTS.

COUNTRIES whence Imports.	1893-94. yards.	1894-95. yards.	1895-96. yards.	1896-97. yards.	1897-98. yards.	1898-99. yards.	1899-00. yards.	1900-1901. yards.	1901-1902. yards.	1902-1903. yards.
Germany ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United Kingdom ..	1,076,473,680	1,134,968,289	1,104,691,338	1,046,614,134	1,178,757,282	1,243,412,301	1,353,021,310	1,401,219,210	1,401,219,210	1,401,219,210
Ceylon ..	2,189,067	1,033,123	494,612	64,257	379,849	479,792	27,485	47,931	47,931	47,931
Arabia ..	.....	31,233	34,000	.....	.....	.....	.....	.....	.....	.....
United States ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Holland ..	195,235	60,087	86,911	721,072	183,700	75,413	9,000	1,000	1,000	1,000
Strait Settlements ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
India ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aden ..	23,311	170,000	304,000	220,148	129,638	44,790	10,000	10,000	10,000	10,000
Japan ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amis ..	191,100	.....	.....	.....	.....	.....	.....	.....	.....	.....
China (Hong Kong)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
China (Tientsin)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Turkey in Asia ..	15,290	.....	7,744	100,087	25,000	29,100	30,000	100,000	100,000	100,000
Spain ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belgium ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amis ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Strait Settlements ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
India ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aden ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa-Zanzibar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mekran and Somaliland ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Japan ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries ..	6,654	12,108	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL ..	1,079,936,802	1,135,942,795	1,105,844,988	1,048,278,064	1,180,172,720	1,247,288,720	1,357,041,310	1,401,219,210	1,401,219,210	1,401,219,210

### IMPORTS.

[illegible]

### IMPORTS.

COUNTRIES WHERE IMPORTED.	1854-55 years.	1855-56 years.	1856-57 years.	1857-58 years.	1858-59 years.	1859-60 years.	1860-61 years.	1861-62 years.	1862-63 years.	1863-64 years.	1864-65 years.	1865-66 years.	1866-67 years.	1867-68 years.	1868-69 years.	1869-70 years.	1870-71 years.	1871-72 years.	1872-73 years.	1873-74 years.	1874-75 years.	1875-76 years.	1876-77 years.	1877-78 years.	1878-79 years.	1879-80 years.	1880-81 years.	1881-82 years.	1882-83 years.	1883-84 years.	1884-85 years.	1885-86 years.	1886-87 years.	1887-88 years.	1888-89 years.	1889-90 years.	1890-91 years.	1891-92 years.	1892-93 years.	1893-94 years.	1894-95 years.	1895-96 years.	1896-97 years.	1897-98 years.	1898-99 years.	1899-00 years.	1900-01 years.	1901-02 years.	1902-03 years.	1903-04 years.	1904-05 years.	1905-06 years.	1906-07 years.	1907-08 years.	1908-09 years.	1909-10 years.	1910-11 years.	1911-12 years.	1912-13 years.	1913-14 years.	1914-15 years.	1915-16 years.	1916-17 years.	1917-18 years.	1918-19 years.	1919-20 years.	1920-21 years.	1921-22 years.	1922-23 years.	1923-24 years.	1924-25 years.	1925-26 years.	1926-27 years.	1927-28 years.	1928-29 years.	1929-30 years.	1930-31 years.	1931-32 years.	1932-33 years.	1933-34 years.	1934-35 years.	1935-36 years.	1936-37 years.	1937-38 years.	1938-39 years.	1939-40 years.	1940-41 years.	1941-42 years.	1942-43 years.	1943-44 years.	1944-45 years.	1945-46 years.	1946-47 years.	1947-48 years.	1948-49 years.	1949-50 years.	1950-51 years.	1951-52 years.	1952-53 years.	1953-54 years.	1954-55 years.	1955-56 years.	1956-57 years.	1957-58 years.	1958-59 years.	1959-60 years.	1960-61 years.	1961-62 years.	1962-63 years.	1963-64 years.	1964-65 years.	1965-66 years.	1966-67 years.	1967-68 years.	1968-69 years.	1969-70 years.	1970-71 years.	1971-72 years.	1972-73 years.	1973-74 years.	1974-75 years.	1975-76 years.	1976-77 years.	1977-78 years.	1978-79 years.	1979-80 years.	1980-81 years.	1981-82 years.	1982-83 years.	1983-84 years.	1984-85 years.	1985-86 years.	1986-87 years.	1987-88 years.	1988-89 years.	1989-90 years.	1990-91 years.	1991-92 years.	1992-93 years.	1993-94 years.	1994-95 years.	1995-96 years.	1996-97 years.	1997-98 years.	1998-99 years.	1999-00 years.	2000-01 years.	2001-02 years.	2002-03 years.	2003-04 years.	2004-05 years.	2005-06 years.	2006-07 years.	2007-08 years.	2008-09 years.	2009-10 years.	2010-11 years.	2011-12 years.	2012-13 years.	2013-14 years.	2014-15 years.	2015-16 years.	2016-17 years.	2017-18 years.	2018-19 years.	2019-20 years.	2020-21 years.	2021-22 years.	2022-23 years.	2023-24 years.	2024-25 years.	2025-26 years.	2026-27 years.	2027-28 years.	2028-29 years.	2029-30 years.	2030-31 years.	2031-32 years.	2032-33 years.	2033-34 years.	2034-35 years.	2035-36 years.	2036-37 years.	2037-38 years.	2038-39 years.	2039-40 years.	2040-41 years.	2041-42 years.	2042-43 years.	2043-44 years.	2044-45 years.	2045-46 years.	2046-47 years.	2047-48 years.	2048-49 years.	2049-50 years.	2050-51 years.	2051-52 years.	2052-53 years.	2053-54 years.	2054-55 years.	2055-56 years.	2056-57 years.	2057-58 years.	2058-59 years.	2059-60 years.	2060-61 years.	2061-62 years.	2062-63 years.	2063-64 years.	2064-65 years.	2065-66 years.	2066-67 years.	2067-68 years.	2068-69 years.	2069-70 years.	2070-71 years.	2071-72 years.	2072-73 years.	2073-74 years.	2074-75 years.	2075-76 years.	2076-77 years.	2077-78 years.	2078-79 years.	2079-80 years.	2080-81 years.	2081-82 years.	2082-83 years.	2083-84 years.	2084-85 years.	2085-86 years.	2086-87 years.	2087-88 years.	2088-89 years.	2089-90 years.	2090-91 years.	2091-92 years.	2092-93 years.	2093-94 years.	2094-95 years.	2095-96 years.	2096-97 years.	2097-98 years.	2098-99 years.	2099-00 years.	2100-01 years.	2101-02 years.	2102-03 years.	2103-04 years.	2104-05 years.	2105-06 years.	2106-07 years.	2107-08 years.	2108-09 years.	2109-10 years.	2110-11 years.	2111-12 years.	2112-13 years.	2113-14 years.	2114-15 years.	2115-16 years.	2116-17 years.	2117-18 years.	2118-19 years.	2119-20 years.	2120-21 years.	2121-22 years.	2122-23 years.	2123-24 years.	2124-25 years.	2125-
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## IMPORTS.

COUNTRIES WHERE IMPORTED.	1892-94. No.	1894-96. No.	1896-98. No.	1898-00. No.	1900-02. No.	1902-04. No.	1904-06. No.
United Kingdom ..	16,719,211	19,641,898	17,914,929	16,971,747	17,960,375	17,353,899	18,121,366
Italy ..	149,964	24,381	10,672	8,223	38,566	105,337	15,600
Austria ..	69,165	297,899	19,817	258,261	141,841	139,446	11,600
France ..	21,613	16,439	16,897	10,282	.....	.....	.....
Turkey in Europe ..	15,370	.....	.....	.....	.....	.....	.....
Geylon ..	.....	.....	.....	.....	.....	.....	.....
Australia ..	.....	.....	.....	.....	.....	.....	.....
Straits Settlements ..	.....	.....	.....	.....	.....	.....	.....
Germany ..	17,811	4,087	.....	5,530	15,247	13,280	13,131
Peru ..	3,100	7,635	15,400	.....	2,120	9,254	9,830
Belgium ..	7,467	.....	6,240	.....	6,818	.....	8,700
Spain ..	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa ..	.....	.....	.....	.....	.....	.....	.....
Zanzibar ..	.....	.....	.....	19,490	8,020	.....	.....
Holland ..	.....	.....	.....	.....	.....	.....	.....
China—Hong Kong ..	.....	.....	.....	.....	.....	.....	.....
Turkey in Asia ..	.....	.....	.....	.....	.....	.....	.....
Malta ..	.....	.....	.....	.....	.....	.....	.....
Roum in Europe ..	.....	.....	.....	.....	.....	.....	.....
Madagascar ..	.....	.....	.....	.....	.....	.....	.....
Arabia ..	.....	.....	.....	.....	.....	.....	.....
Japan ..	.....	.....	8,472	1,081	2,236	5,809	14,010
Other Countries ..	1,558	2,007	.....	.....	.....	.....	.....
TOTAL ..	17,691,262	19,997,912	17,928,850	16,649,480	17,748,430	17,678,787	19,416,003

## IMPORTS.

COUNTRIES WHERE IMPORTED.	1892-94. No.	1894-96. No.	1896-98. No.	1898-00. No.	1900-02. No.	1902-04. No.	1904-06. No.
United Kingdom ..	688,282	723,997	688,900	948,285	896,123	907,431	811,376
Italy ..	.....	.....	.....	.....	.....	.....	.....
China—(Hong Kong ..	.....	.....	.....	.....	.....	.....	.....
Turkey in Europe ..	.....	.....	.....	.....	.....	.....	.....
Straits Settlements ..	.....	.....	.....	.....	.....	.....	.....
France ..	.....	1,414	71,148	2,128	1,090	.....	.....
Austria ..	.....	.....	.....	.....	.....	.....	.....
Germany ..	.....	.....	.....	.....	.....	.....	.....
Peru ..	.....	.....	.....	.....	.....	.....	.....
Belgium ..	.....	.....	.....	.....	.....	.....	.....
Spain ..	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa ..	.....	.....	.....	.....	.....	.....	.....
Zanzibar ..	.....	.....	.....	.....	.....	.....	.....
Holland ..	.....	.....	.....	.....	.....	.....	.....
China—Hong Kong ..	.....	.....	.....	.....	.....	.....	.....
Turkey in Asia ..	.....	.....	.....	.....	.....	.....	.....
Malta ..	.....	.....	.....	.....	.....	.....	.....
Roum in Europe ..	.....	.....	.....	.....	.....	.....	.....
Madagascar ..	.....	.....	.....	.....	.....	.....	.....
Arabia ..	.....	.....	.....	.....	.....	.....	.....
Japan ..	.....	.....	.....	.....	.....	.....	.....
Other Countries ..	.....	.....	.....	.....	.....	.....	.....
TOTAL ..	688,282	723,997	688,900	948,285	896,123	907,431	811,376

## SHEETS AND SHAWLS IN THE PIECE.

## IMPORTS.

COUNTRIES WHERE IMPORTED.	1892-94. No.	1894-96. No.	1896-98. No.	1898-00. No.	1900-02. No.	1902-04. No.	1904-06. No.	1906-08. No.
United Kingdom ..	10,641,280	13,407,610	10,641,280	10,641,280	10,641,280	10,641,280	10,641,280	10,641,280
Italy ..	.....	.....	.....	.....	.....	.....	.....	.....
China—(Hong Kong ..	.....	.....	.....	.....	.....	.....	.....	.....
Turkey in Europe ..	.....	.....	.....	.....	.....	.....	.....	.....
Straits Settlements ..	.....	.....	.....	.....	.....	.....	.....	.....
France ..	.....	.....	.....	.....	.....	.....	.....	.....
Austria ..	.....	.....	.....	.....	.....	.....	.....	.....
Germany ..	.....	.....	.....	.....	.....	.....	.....	.....
Peru ..	.....	.....	.....	.....	.....	.....	.....	.....
Belgium ..	.....	.....	.....	.....	.....	.....	.....	.....
Spain ..	.....	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa ..	.....	.....	.....	.....	.....	.....	.....	.....
Zanzibar ..	.....	.....	.....	.....	.....	.....	.....	.....
Holland ..	.....	.....	.....	.....	.....	.....	.....	.....
China—Hong Kong ..	.....	.....	.....	.....	.....	.....	.....	.....
Turkey in Asia ..	.....	.....	.....	.....	.....	.....	.....	.....
Malta ..	.....	.....	.....	.....	.....	.....	.....	.....
Roum in Europe ..	.....	.....	.....	.....	.....	.....	.....	.....
Madagascar ..	.....	.....	.....	.....	.....	.....	.....	.....
Arabia ..	.....	.....	.....	.....	.....	.....	.....	.....
Japan ..	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries ..	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL ..	10,641,280	13,407,610	10,641,280	10,641,280	10,641,280	10,641,280	10,641,280	10,641,280

## SEWING.

## IMPORTS.

COUNTRIES WHERE IMPORTED.	1892-94. No.	1894-96. No.	1896-98. No.	1898-00. No.	1900-02. No.	1902-04. No.	1904-06. No.	1906-08. No.
United Kingdom ..	827,007	892,232	716,819	614,350	688,737	741,046	744,018	769,748
Italy ..	.....	.....	.....	.....	.....	.....	.....	.....
China—(Hong Kong ..	.....	.....	.....	.....	.....	.....	.....	.....
Turkey in Europe ..	.....	.....	.....	.....	.....	.....	.....	.....
Straits Settlements ..	.....	.....	.....	.....	.....	.....	.....	.....
France ..	.....	.....	.....	.....	.....	.....	.....	.....
Austria ..	.....	.....	.....	.....	.....	.....	.....	.....
Germany ..	.....	.....	.....	.....	.....	.....	.....	.....
Peru ..	.....	.....	.....	.....	.....	.....	.....	.....
Belgium ..	.....	.....	.....	.....	.....	.....	.....	.....
Spain ..	.....	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa ..	.....	.....	.....	.....	.....	.....	.....	.....
Zanzibar ..	.....	.....	.....	.....	.....	.....	.....	.....
Holland ..	.....	.....	.....	.....	.....	.....	.....	.....
China—Hong Kong ..	.....	.....	.....	.....	.....	.....	.....	.....
Turkey in Asia ..	.....	.....	.....	.....	.....	.....	.....	.....
Malta ..	.....	.....	.....	.....	.....	.....	.....	.....
Roum in Europe ..	.....	.....	.....	.....	.....	.....	.....	.....
Madagascar ..	.....	.....	.....	.....	.....	.....	.....	.....
Arabia ..	.....	.....	.....	.....	.....	.....	.....	.....
Japan ..	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries ..	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL ..	827,007	892,232	716,819	614,350	688,737	741,046	744,018	769,748

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. lb.	1884-85. lb.	1885-86. lb.	1886-87. lb.	1887-88. lb.	1888-89. lb.	1889-90. lb.
China—(Hong-Kong ..	1,229,784	1,241,841	1,223,921	1,229,556	1,222,987	1,187,851	1,187,851
China—(Tientsin Ports ..	174,136	161,121	302,224	295,506	320,251	320,251	320,251
Strait Settlements ..	341,252	329,757	327,089	244,678	484,314	493,891	493,891
Porta ..	45,730	38,311	18,721	41,069	39,610	21,110	18,721
British ..	..	..	..	..	34,672	..	..
Siam ..	..	..	..	..	..	..	..
Russia in Asia ..	..	..	..	..	..	..	..
Do. Europe ..	..	..	1,235	..	..	..	..
Aden ..	..	..	..	..	..	..	..
United Kingdom ..	..	..	..	..	..	..	..
Oceania ..	..	..	..	..	..	..	..
France ..	..	..	1,000	..	..	..	..
Italy ..	..	..	..	..	..	..	..
Porto in Europe ..	..	..	..	..	..	..	..
Porto in Asia ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Austria ..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
Yokohama and German ..	..	..	..	..	..	..	..
East Coast of Africa ..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
Total ..	2,510,181	2,414,232	2,724,477	2,720,601	2,590,255	2,590,255	2,590,255

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. lb.	1884-85. lb.	1885-86. lb.	1886-87. lb.	1887-88. lb.	1888-89. lb.	1889-90. lb.
China—(Hong-Kong ..	1,229,784	1,241,841	1,223,921	1,229,556	1,222,987	1,187,851	1,187,851
China—(Tientsin Ports ..	174,136	161,121	302,224	295,506	320,251	320,251	320,251
Strait Settlements ..	341,252	329,757	327,089	244,678	484,314	493,891	493,891
Porta ..	45,730	38,311	18,721	41,069	39,610	21,110	18,721
British ..	..	..	..	..	34,672	..	..
Siam ..	..	..	..	..	..	..	..
Russia in Asia ..	..	..	..	..	..	..	..
Do. Europe ..	..	..	1,235	..	..	..	..
Aden ..	..	..	..	..	..	..	..
United Kingdom ..	..	..	..	..	..	..	..
Oceania ..	..	..	..	..	..	..	..
France ..	..	..	1,000	..	..	..	..
Italy ..	..	..	..	..	..	..	..
Porto in Europe ..	..	..	..	..	..	..	..
Porto in Asia ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Austria ..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
Yokohama and German ..	..	..	..	..	..	..	..
East Coast of Africa ..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
Total ..	2,510,181	2,414,232	2,724,477	2,720,601	2,590,255	2,590,255	2,590,255

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. yards.	1884-85. yards.	1885-86. yards.	1886-87. yards.	1887-88. yards.	1888-89. yards.	1889-90. yards.
Holland ..	..	..	..	..	..	..	..
China—(Hong-Kong ..	3,612,291	2,766,691	2,689,021	2,665,110	2,809,725	3,161,055	4,100,461
China—(Tientsin Ports ..	..	..	..	..	..	..	..
Strait Settlements ..	3,612,291	2,766,691	2,689,021	2,665,110	2,809,725	3,161,055	4,100,461
Porta ..	..	..	..	..	..	..	..
British ..	..	..	..	..	..	..	..
Siam ..	..	..	..	..	..	..	..
Russia in Asia ..	..	..	..	..	..	..	..
Do. Europe ..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..
United Kingdom ..	..	..	..	..	..	..	..
Oceania ..	..	..	..	..	..	..	..
France ..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..
Porto in Europe ..	..	..	..	..	..	..	..
Porto in Asia ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Austria ..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
Yokohama and German ..	..	..	..	..	..	..	..
East Coast of Africa ..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
Total ..	5,627,474	10,271,778	8,969,339	10,541,895	11,760,491	10,521,792	11,621,918

## GOODS.

COUNTRIES WHENCE IMPORTED.	1883-84. yards.	1884-85. yards.	1885-86. yards.	1886-87. yards.	1887-88. yards.	1888-89. yards.	1889-90. yards.
Holland ..	..	..	..	..	..	..	..
China—(Hong-Kong ..	3,612,291	2,766,691	2,689,021	2,665,110	2,809,725	3,161,055	4,100,461
China—(Tientsin Ports ..	..	..	..	..	..	..	..
Strait Settlements ..	3,612,291	2,766,691	2,689,021	2,665,110	2,809,725	3,161,055	4,100,461
Porta ..	..	..	..	..	..	..	..
British ..	..	..	..	..	..	..	..
Siam ..	..	..	..	..	..	..	..
Russia in Asia ..	..	..	..	..	..	..	..
Do. Europe ..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..
United Kingdom ..	..	..	..	..	..	..	..
Oceania ..	..	..	..	..	..	..	..
France ..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..
Porto in Europe ..	..	..	..	..	..	..	..
Porto in Asia ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Austria ..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
Yokohama and German ..	..	..	..	..	..	..	..
East Coast of Africa ..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
Total ..	5,627,474	10,271,778	8,969,339	10,541,895	11,760,491	10,521,792	11,621,918

## IMPORTS.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1932-33. yards.	1934-35. yards.	1935-36. yards.	1936-37. yards.	1937-38. yards.	1938-39. yards.	1939-40. yards.
United Kingdom	655,541	691,091	695,046	523,800	745,619	236,385	459,165
Italy	20,111	83,616	70,628	105,767	256,106	385,360	438,262
India	47,599	45,522	49,021	27,197	78,024	21,767	124,111
United States	1,044,316	911,020	1,220,045	1,839,916	2,979,007	3,819,752	3,616,161
France	7,097	4,663	7,412	11,290	17,076	14,498	12,111
China— ( Hong-Kong and Shanghai )	6,893	14,227	3,412	1,464	25,003	21,023	7,111
Swedish Settlements	77,407	94,731	120,046	185,912	201,699	276,337	210,000
Australia	5,319	4,728	4,985	12,848	11,998	27,113	10,111
Germany	3,005	6,293	2,800	3,272	5,069	16,100	14,111
Holland	1,556	290	..	4,741	..	11,111	..
Spain	7,131	5,847	30	..	1,492	2,281	1,111
Portugal	..	..	..	..	..	25,111	11,111
Belgium	7,072	8,081	1,808	172,363	1,160	21,400	2,111
Czechoslovakia, Saigon	..	2,239	..	..	4,292	..	..
East Coast of Africa, Zanzibar	..	..	..	..	1,961	..	..
Aden	..	..	..	..	3,170	1,111	..
Japan	..	..	..	..	92	..	..
Other Countries	445	1,854	1,561	..	3,374	1,111	..
Do. in Europe	..	..	..	..	..	..	..
Sum	..	..	..	..	..	..	..
TOTAL	922,381	1,639,209	2,174,420	2,635,011	3,970,372	4,232,332	3,763,111

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1932-33. lb.	1934-35. lb.	1935-36. lb.	1936-37. lb.	1937-38. lb.	1938-39. lb.	1939-40. lb.
Peru	21,429,410	1,889,000	1,873,946	1,518,424	2,944,100	3,239,028	1,577,111
Somali, Dheban	722,080	912,031	1,010,971	1,003,001	1,357,655	1,107,931	1,217,111
United Kingdom	29,100	..	49,227	..	14,288	56,623	21,111
Arabia	..	..	..	..	..	..	..
Ceylon	45,416	55,352	47,566	20,205	25,166	20,824	10,111
China—Hong-Kong	..	..	12,768	7,368	27,339	135,002	5,111
Turkey in Asia	218,512	..	..	..	..	1,000	..
Japan	..	..	..	..	..	..	..
Spain	..	..	..	..	..	..	..
Cape Colony	..	..	..	..	..	..	..
Aden	..	..	..	..	..	..	..
Other Countries	31,760	12,880	7,890	..	..	3,160	..
Australia	..	..	..	..	..	..	..
Swedish Settlements	13,862	14,647	78,880	127,137	65,091	40,671	..
Germany	..	..	..	..	..	..	..
France	..	..	..	..	..	..	..
Other Countries	7,204	7,065	..	4,367	5,868	5,400	..
TOTAL	2,526,042	2,691,421	3,065,020	3,170,849	3,475,085	4,000,219	3,310,100

## HIDE, OTHER MATERIALS.

COUNTRIES WHENCE IMPORTED.	1932-33. yards.	1934-35. yards.	1935-36. yards.	1936-37. yards.	1937-38. yards.	1938-39. yards.	1939-40. yards.
United Kingdom	655,541	691,091	695,046	523,800	745,619	236,385	459,165
Italy	20,111	83,616	70,628	105,767	256,106	385,360	438,262
India	47,599	45,522	49,021	27,197	78,024	21,767	124,111
United States	1,044,316	911,020	1,220,045	1,839,916	2,979,007	3,819,752	3,616,161
France	7,097	4,663	7,412	11,290	17,076	14,498	12,111
China— ( Hong-Kong and Shanghai )	6,893	14,227	3,412	1,464	25,003	21,023	7,111
Swedish Settlements	77,407	94,731	120,046	185,912	201,699	276,337	210,000
Australia	5,319	4,728	4,985	12,848	11,998	27,113	10,111
Germany	3,005	6,293	2,800	3,272	5,069	16,100	14,111
Holland	1,556	290	..	4,741	..	11,111	..
Spain	7,131	5,847	30	..	1,492	2,281	1,111
Portugal	..	..	..	..	..	25,111	11,111
Belgium	7,072	8,081	1,808	172,363	1,160	21,400	2,111
Czechoslovakia, Saigon	..	2,239	..	..	4,292	..	..
East Coast of Africa, Zanzibar	..	..	..	..	1,961	..	..
Aden	..	..	..	..	3,170	1,111	..
Japan	..	..	..	..	92	..	..
Other Countries	445	1,854	1,561	..	3,374	1,111	..
Do. in Europe	..	..	..	..	..	..	..
Sum	..	..	..	..	..	..	..
TOTAL	922,381	1,639,209	2,174,420	2,635,011	3,970,372	4,232,332	3,763,111

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1932-33. lb.	1934-35. lb.	1935-36. lb.	1936-37. lb.	1937-38. lb.	1938-39. lb.	1939-40. lb.
Peru	21,429,410	1,889,000	1,873,946	1,518,424	2,944,100	3,239,028	1,577,111
Somali, Dheban	722,080	912,031	1,010,971	1,003,001	1,357,655	1,107,931	1,217,111
United Kingdom	29,100	..	49,227	..	14,288	56,623	21,111
Arabia	..	..	..	..	..	..	..
Ceylon	45,416	55,352	47,566	20,205	25,166	20,824	10,111
China—Hong-Kong	..	..	12,768	7,368	27,339	135,002	5,111
Turkey in Asia	218,512	..	..	..	..	1,000	..
Japan	..	..	..	..	..	..	..
Spain	..	..	..	..	..	..	..
Cape Colony	..	..	..	..	..	..	..
Aden	..	..	..	..	..	..	..
Other Countries	31,760	12,880	7,890	..	..	3,160	..
Australia	..	..	..	..	..	..	..
Swedish Settlements	13,862	14,647	78,880	127,137	65,091	40,671	..
Germany	..	..	..	..	..	..	..
France	..	..	..	..	..	..	..
Other Countries	7,204	7,065	..	4,367	5,868	5,400	..
TOTAL	2,526,042	2,691,421	3,065,020	3,170,849	3,475,085	4,000,219	3,310,100

### IMPORTS.

COUNTRIES WHERE IMPORTED.	1983-84		1984-85		1985-86		1986-87		1987-88		% of 1983-84
	thous. yards.	thous. yards.	thous. yards.	thous. yards.	thous. yards.	thous. yards.	thous. yards.	thous. yards.	thous. yards.	thous. yards.	
United Kingdom	—	8,770,447	10,536,739	10,923,977	10,026,866	9,387,739	9,586,007	9,586,007	9,586,007	9,586,007	100
France	—	6,211	2,000	25,438	30,817	—	—	—	—	—	—
Straits Settlements	—	21,415	19,655	29,415	41,093	—	81,960	—	—	—	—
India	—	81,297	65,000	104,556	131,411	—	134,642	—	—	—	—
Italy	—	12,181	—	—	19,158	14,958	19,214	—	—	—	—
Mauritius	—	—	—	—	—	—	—	—	—	—	—
Algeria	—	—	—	—	—	—	—	—	—	—	—
Japan	—	—	5,851	—	—	—	—	—	—	—	—
Arabia	—	—	—	—	—	—	—	—	—	—	—
Ceylon	—	5,795	3,000	—	570	—	—	—	—	—	—
China— (Hong Kong)	—	2,407	—	—	—	—	—	—	—	—	—
Freezy Ports	—	1,009	—	—	—	—	—	—	—	—	—
Panama	—	14,549	6,195	14,415	10,831	15,118	13,375	—	—	—	—
Russia	—	—	—	—	—	—	—	—	—	—	—
Aden	—	—	—	—	—	—	—	—	—	—	—
Yemen	—	19,326	22,845	4,800	—	—	—	—	—	—	—
Uganda	—	9,019	—	8,025	—	—	—	—	—	—	—
Uganda	—	—	—	—	395,361	622,833	622,833	622,833	622,833	622,833	100
Turkey in Asia	—	—	—	—	—	—	—	—	—	—	—
Do. in Europe	—	—	—	—	—	—	—	—	—	—	—
Siam	—	—	—	—	980	—	—	—	—	—	—
Holland	—	5,072	—	—	—	—	—	—	—	—	—
Belgium	—	—	—	—	—	—	—	—	—	—	—
Spain—(Gibraltar)	—	31,400	—	25,878	67,739	83,112	100,521	—	—	—	—
Natal	—	—	—	—	—	—	—	—	—	—	—
East Africa (British)	—	—	—	—	—	—	—	—	—	—	—
— (Mauritius)	—	—	—	—	—	—	—	—	—	—	—
Australia	—	—	—	—	—	—	—	—	—	—	—
Oceania-China, Siam	—	—	—	—	—	—	—	—	—	—	—
Malta	—	—	—	—	—	—	—	—	—	—	—
Samoa	—	—	—	—	—	—	—	—	—	—	—
Other Countries	—	270	2,707	105	123	755	2,718	—	—	—	—
TOTAL	—	5,316,191	10,700,185	11,225,258	12,122,672	13,866,581	11,850,023	—	—	—	—

### IMPORTS.

[illegible]

### IMPORTS.

COTTONS PRINCIPALLY IMPORTED.		1882-83.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	No.	No.	No.	No.	No.	No.	No.	No.
United Kingdom ..	..	282,510	435,261	505,465	708,330	499,081	550,678	560,000
China— Twenty Ports ..	..	..	..	..	..	..	..	..
Egypt ..	..	..	174	614	..	..	..	..
France ..	..	9,836	2,569	937	500	3,505	4,860	5,000
Italy ..	..	..	..	..	..	..	..	..
Germany ..	..	..	1,003	1,501	..	2,970	19,588	33,000
Austria ..	..	..	..	..	..	..	..	..
Belgium ..	..	3,714	1,348	15,479	889	20,045	37,341	30,000
Turkey in Europe ..	..	..	..	..	50,888	..	..	..
Malta ..	..	1,600	..	..	..	..	110	..
Strait Settlements ..	..	198	1,433	..	..	604	1,840	..
Mauritius ..	..	..	..	..	597	..	..	..
Aden ..	..	..	..	..	..	..	..	..
Australia ..	..	..	..	21	..	..	..	..
Colonies in Asia ..	..	..	..	..	..	51	..	..
Ceylon ..	..	..	..	..	..	..	..	..
Oryx ..	..	..	..	..	..	..	..	..
East Coast of Africa—Zanzibar ..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..
United States ..	..	..	..	..	..	..	..	..
Other Countries ..	..	100	840	864	780	138	108	..
<b>TOTAL ..</b>	<b>..</b>	<b>501,452</b>	<b>481,000</b>	<b>616,768</b>	<b>760,787</b>	<b>616,732</b>	<b>693,556</b>	<b>700,000</b>

## IMPORTS

[illegible]

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	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.	1899-1900. cwt.	1900-1901. cwt.	1901-1902. cwt.	1902-1903. cwt.
United Kingdom ..	59,442	55,917	49,554	48,599	61,606	73,688	102,137	60,781	24,391	24,125	23,912	22,471	38,972	50,310	63,872	48,197	61,643	41,643	41,643	
France ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
United States ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Australia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
China ..	618	453	650	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Belgium ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
British Settlements ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Holland ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Spain-Gibraltar ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Japan ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Aden ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Ceylon ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
India ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Italy ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Portugal ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Germany ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Sweden ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
China-Treaty Ports ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Norway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Sweden ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Africa East (British) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Other Countries ..	7	46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
TOTAL ..	60,391	54,904	61,590	59,655	81,154	85,141	70,131	100,070	63,842	72,302	81,245	65,100	91,202	98,032	111,100	121,515	131,261	131,261	131,261	

## IMPORTS.

## IMPORTS.

## MATCHES AND OTHER SORTS.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1883-84. Rs.	1884-85. Rs.	1885-86. Rs.	1886-87. Rs.	1887-88. Rs.	1888-89. Rs.	1889-90. Rs.	1890-91. Rs.	1891-92. Rs.	1892-93. Rs.	1893-94. Rs.	1894-95. Rs.	1895-96. Rs.	1896-97. Rs.	1897-98. Rs.	1898-99. Rs.	1899-1900. Rs.	1900-1901. Rs.	1901-1902. Rs.	1902-1903. Rs.
United Kingdom ..	13,11,038	17,84,478	17,05,859	17,81,422	15,48,411	16,47,894	16,21,041	12,20,000	9,00,100	9,90,000	9,32,408	1,79,040	2,65,114	2,63,007	1,51,795	1,33,530	1,59,779	1,88,643	1,88,643	1,88,643
France ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
United States ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Belgium ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Holland ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spain-Gibraltar ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ceylon ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
India ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sweden ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China-Treaty Ports ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Norway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sweden ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Africa East (British) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL ..	18,56,000	20,42,854	19,61,660	22,17,300	24,35,337	19,45,450	21,90,000	18,90,000	17,21,000	20,76,400	20,14,300	25,48,000	41,71,000	37,97,800	31,71,000	39,80,270	43,63,814	48,76,270	48,76,270	48,76,270

### IMPORTS.

	COUNTRIES WHENCE IMPORTED.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
		No.	No.	No.	No.	No.	No.	No.
Belgium	...	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...	...
East Coast of Africa—Zanzibar	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
United Kingdom	...	2,673,812	4,222,108	77,217	2,850,402	2,185,441	3,171,672	2,874,292
Hong-Kong	...	418,887	207,690	14,808	412,947	512,948	565,616	177,911
China— by Treaty Ports	...	5,000	...	...	...	6	...	...
Manilla	...	...	...	...	...	...	...	...
Spanish Settlements	...	868,818	810,880	602,093	810,000	1,047,302	605,637	638,300
Persia	...	...	...	...	...	401	596	598
Ceylon	...	1,040	...	...	...	...	...	...
Oceania	...	3,981	2,570	1,028	2,842	1,410	2,004	2,770
Spain (excluding Gibraltar)	...	...	...	...	...	...	...	...
Italy	...	273	...	...	...	...	...	...
Austria	...	...	355	...	1,302	1,815	1,616	1,600
United States	...	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Other Countries	...	669	464	2,525	512	1,250	1,886	1,706
Amibia	...	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...	...
<b>TOTAL</b>	...	3,862,510	5,129,022	409,117	5,607,958	4,683,185	5,725,320	3,725,702

### IMPORTS.

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	22
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## EXPORTS.

Cocoyams & when EXPORTED.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.
United Kingdom ..	2,696,921	2,124,702	1,432,299	2,919,912	2,139,099	1,776,411	2,169,917	2,297,691
France ..	698,141	577,249	472,029	631,381	486,771	518,661	636,315	694,371
China— Hong Kong ..	9,899	6,513	2,013	9,570	5,870	791	315	1,073
Tientsin ..	303,299	229,688	201,682	111,782	196,566	138,251	124,807	188,631
Algeria ..	..	..	..	..	..	..	..	..
Males and Siam ..	..	..	..	..	..	..	..	..
Spain (including Gibraltar) ..	82,129	47,793	41,283	28,838	44,568	71,839	71,880	115,461
India ..	20,000	9,727	2,049	16,739	31,231	1,433	..	..
Ceylon ..	..	6,200	821	171	137	..	1,570	4,461
Germany ..	132,845	89,263	19,567	133,005	129,046	190,583	488,138	459,391
Straits Settlements ..	66,295	72,477	49,786	16,671	29,374	25,613	27,488	23,861
Russia ..	49,679	31,025	22,025	81,306	181,338	120,683	91,489	82,381
Mauritius ..	803	749	278	..	422	307	214	311
Cochin China ..	..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..	..
Persian Gulf ..	..	116	..	78	..	..	..	..
Belgium ..	449,472	633,993	620,183	735,569	676,554	872,901	941,934	901,241
Africa (Portuguese) ..	..	..	..	..	..	..	..	..
America (U.S.) ..	..	..	901	2,137	..	3,367	11	..
Turkey in Asia ..	..	..	..	..	..	..	..	..
Turkey in Europe ..	..	..	..	..	..	..	..	..
Austria ..	600,163	677,115	203,816	760,188	687,836	785,120	746,880	718,931
Italy ..	881,809	749,617	895,169	806,712	773,827	780,819	936,693	923,291
East Africa Zanzibar ..	1,142	430	292	1,416	1,560	1,041	1,258	520
Other ports ..	..	..	..	..	..	..	..	..
Bye ..	174	..	2,601	19,999	19,789	3,670	5,693	319
Arabia ..	852	714	821	501	175	890	907	1,941
Greece ..	3,674	6,929	2,079	2,190	6,009	5,690	1,764	2,491
Sweden ..	..	..	..	2,459	399	4,292	6,015	8,401
Australia ..	2,616	1,794	4,280	1,979	1,272	2,292	3,299	6,061
Norway ..	1,056	286	..	1,764	..	368	..	..
Natal ..	..	..	..	112	..	..	63	..
Japan ..	..	..	..	87	125	306	69,637	77,291
Maldives ..	..	..	..	..	..	..	..	..
Persia ..	..	..	..	..	218	..	512	..
Cape Colony ..	..	..	..	..	..	..	..	..
Madagascar ..	..	..	..	..	..	..	..	..
Other Countries ..	37	536	86	86	..	5	181	..
TOTAL ..	5,979,694	5,065,907	4,140,716	6,039,046	5,374,642	5,333,536	6,389,340	5,919,741

INDIAN PRODUCTS.  
MANUFACTURE.

EXPORTS.	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.
United Kingdom ..	5,577,129	4,511,771	6,171,991	379,459	399,062	244,771	132,699	341,029	166,211	371,706
France ..	422,182	288,912	461,299	282,186	176,972	183,091	177,893	291,663	266,711	419,706
China— Hong Kong ..	147	29,237	59,121	102,450	113,966	144,700	138,069	160,471	261,841	141,707
Tientsin ..	3,496	1	456	69,821	35,113	139,711	146,431	8,744	231,697	21,697
Algeria ..	..	..	..	..	..	..	..	..	..	..
Males and Siam ..	..	..	..	..	..	..	..	..	..	..
Spain (including Gibraltar) ..	87,445	27,915	72,659	9,745	4,500	11,393	10,091	68,500	66,600	116,699
India ..	..	..	..	..	..	..	..	..	..	..
Ceylon ..	..	..	..	..	..	..	..	..	..	..
Germany ..	1,021,182	691,796	991,120	871,168	589,059	856,886	581,172	635,656	713,774	1,122,076
Straits Settlements ..	3,614	3,267	8,123	47,849	35,301	50,680	16,845	9,509	9,656	916
Russia ..	171,724	89,694	3,616	3,181	1,187	7,021	41	26,817	11,011	55,823
Mauritius ..	269	317	423	114	261	184	90	216	292	323
Cochin China ..	..	..	..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..	..	..	..
Persian Gulf ..	..	..	..	..	..	..	..	..	..	..
Belgium ..	521,694	469,069	748,165	631,462	394,329	611,621	297,476	599,696	416,135	779,596
Africa (Portuguese) ..	..	..	..	..	..	..	..	..	..	..
America (U.S.) ..	..	..	..	..	..	..	..	..	..	..
Turkey in Asia ..	..	..	..	..	..	..	..	..	..	..
Turkey in Europe ..	..	..	..	..	..	..	..	..	..	..
Austria ..	610,443	665,001	611,641	607,264	390,792	605,774	397,913	485,655	619,919	607,609
Italy ..	..	..	..	..	..	..	..	..	..	..
East Africa Zanzibar ..	15	14	37	8	27	8	..	..	..	..
Other ports ..	1,146	3,720	872	1,011	1,969	1,023	9,991	189	638	3,669
Bye ..	..	..	..	..	..	..	..	..	..	..
Arabia ..	770	..	..	..	..	714	..	..	..	..
Greece ..	2,147	..	2,017	5,896	1,106	466	1,008	577	1,297	1,329
Sweden ..	3,500	2,861	2,109	..	..	..	..	..	..	..
Australia ..	7,616	1,679	2,406	5,346	1,620	4,698	..	10,700	8,837	10,038
Norway ..	1,302	9,988	5,091	4,494	5,091	5,197	8,172	6,168	5,699	6,961
Natal ..	..	..	..	..	..	..	..	..	..	..
Japan ..	368,261	665,148	635,663	1,456,000	1,311,200	1,291,115	2,510,176	6,038,057	5,858,135	1,751,717
Maldives ..	..	..	..	..	..	..	..	..	..	..
Persia ..	217	637	254	272	46	7	414	124	229	191
Cape Colony ..	..	..	..	..	..	..	..	..	..	..
Madagascar ..	..	..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..	..	..
TOTAL ..	1,783,814	2,984,697	5,244,428	5,116,693	3,728,880	5,411,011	4,275,476	3,578,701	5,709,014	6,044,896

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1892-93. lbs.	1891-92. lbs.	1890-91. lbs.	1889-90. lbs.	1888-89. lbs.	1887-88. lbs.	1886-87. lbs.	1885-86. lbs.	1884-85. lbs.	1883-84. lbs.	1882-83. lbs.
China— {Hong-Kong Treaty Ports	49,640,323	54,485,901	60,295,700	65,662,760	75,265,880	81,200,210	87,981,780	93,814,380	99,588,915	105,101,021	109,792,072
Japan	201,300	1,011,306	8,173,038	14,901,880	17,308,200	20,441,123	20,800,000	21,918,000	21,302,102	17,846,000	19,000,000
Amoy	1,064,100	1,155,500	1,382,850	1,278,200	1,054,000	1,300,000	1,200,000	1,445,700	1,700,100	2,001,000	1,873,000
Penang Gulf	83,100	41,600	61,200	105,000	79,500	130,000	101,000	100,000	100,000	100,000	100,000
Strait Settlements	95,000	162,500	325,000	890,800	1,844,900	1,730,000	1,720,800	1,720,800	1,720,800	1,720,800	1,720,800
Malacca	3,201	3,721	..	..	..	..	..	..	..	..	..
Southeast Asia	..	..	..	..	..	..	..	..	..	..	..
Manilla	..	..	..	..	..	..	..	..	..	..	..
United Kingdom	..	28,830	7,800	5,000	80,400	10,110	2,400	2,400	2,400	2,400	2,400
Ceylon	27,000	27,947	29,617	30,123	32,374	35,630	36,000	36,000	36,000	36,000	36,000
Japan	6,247,470	6,013,680	7,150,830	9,777,300	17,301,610	22,165,100	22,600,110	22,600,110	22,600,110	22,600,110	22,600,110
East Africa— {British German Portuguese Other Ports German, South-West	21,000	31,910	32,000	40,130	51,800	61,310	60,000	61,300	58,000	60,000	60,000
Arabia	335,000	227,000	227,700	230,300	279,100	261,800	280,100	286,440	295,947	325,871	310,570
Turkey in Asia	60,700	127,100	166,000	198,400	245,000	302,800	371,000	417,450	480,100	535,440	570,000
Do. in Europe	..	..	8,500	..	..	..	..	..	..	..	..
Java	280,800	691,100	369,000	400,000	285,000	274,000	274,000	274,000	274,000	274,000	274,000
Algeria	..	..	..	..	..	..	..	..	..	..	..
Italy	..	..	10,500	..	..	..	..	..	..	..	..
Spain	..	..	..	7,000	..	..	..	..	..	..	..
Philippines	..	..	..	..	6,400	..	..	..	..	..	..
Other Countries in Asia	..	..	..	..	..	14,000	..	..	..	..	..
France	..	..	..	..	..	..	..	..	..	..	..
Peru	..	..	..	..	..	..	..	..	..	..	..
Samatra	..	..	..	..	..	..	..	..	..	..	..
Amritia	..	..	..	..	..	..	..	..	..	..	..
Holland	..	..	..	..	..	..	..	..	..	..	..
Madagascar	..	..	..	..	..	..	..	..	..	..	..
Germany	..	..	..	..	..	..	..	..	..	..	..
Australia	..	..	..	..	..	..	..	..	..	..	..
Cochin-China	..	..	..	..	..	..	..	..	..	..	..
Yatal	..	..	..	..	..	..	..	..	..	..	..
Madagascar	..	..	..	..	..	..	..	..	..	..	..
Other Countries	..	..	..	..	..	..	..	..	..	..	..
TOTAL	49,970,000	54,897,180	60,711,771	65,801,200	75,451,870	81,200,210	87,981,780	93,814,380	99,588,915	105,101,021	109,792,072

## COTTON AND YARN.

COUNTRIES TO WHICH EXPORTED.	1892-93. lbs.	1891-92. lbs.	1890-91. lbs.	1889-90. lbs.	1888-89. lbs.	1887-88. lbs.	1886-87. lbs.	1885-86. lbs.	1884-85. lbs.	1883-84. lbs.	1882-83. lbs.
China— {Hong-Kong Treaty Ports	49,640,323	54,485,901	60,295,700	65,662,760	75,265,880	81,200,210	87,981,780	93,814,380	99,588,915	105,101,021	109,792,072
Japan	201,300	1,011,306	8,173,038	14,901,880	17,308,200	20,441,123	20,800,000	21,918,000	21,302,102	17,846,000	19,000,000
Amoy	1,064,100	1,155,500	1,382,850	1,278,200	1,054,000	1,300,000	1,200,000	1,445,700	1,700,100	2,001,000	1,873,000
Penang Gulf	83,100	41,600	61,200	105,000	79,500	130,000	101,000	100,000	100,000	100,000	100,000
Strait Settlements	95,000	162,500	325,000	890,800	1,844,900	1,730,000	1,720,800	1,720,800	1,720,800	1,720,800	1,720,800
Malacca	3,201	3,721	..	..	..	..	..	..	..	..	..
Southeast Asia	..	..	..	..	..	..	..	..	..	..	..
Manilla	..	..	..	..	..	..	..	..	..	..	..
United Kingdom	..	28,830	7,800	5,000	80,400	10,110	2,400	2,400	2,400	2,400	2,400
Ceylon	27,000	27,947	29,617	30,123	32,374	35,630	36,000	36,000	36,000	36,000	36,000
Japan	6,247,470	6,013,680	7,150,830	9,777,300	17,301,610	22,165,100	22,600,110	22,600,110	22,600,110	22,600,110	22,600,110
East Africa— {British German Portuguese Other Ports German, South-West	21,000	31,910	32,000	40,130	51,800	61,310	60,000	61,300	58,000	60,000	60,000
Arabia	335,000	227,000	227,700	230,300	279,100	261,800	280,100	286,440	295,947	325,871	310,570
Turkey in Asia	60,700	127,100	166,000	198,400	245,000	302,800	371,000	417,450	480,100	535,440	570,000
Do. in Europe	..	..	8,500	..	..	..	..	..	..	..	..
Java	280,800	691,100	369,000	400,000	285,000	274,000	274,000	274,000	274,000	274,000	274,000
Algeria	..	..	..	..	..	..	..	..	..	..	..
Italy	..	..	10,500	..	..	..	..	..	..	..	..
Spain	..	..	..	7,000	..	..	..	..	..	..	..
Philippines	..	..	..	..	6,400	..	..	..	..	..	..
Other Countries in Asia	..	..	..	..	..	14,000	..	..	..	..	..
France	..	..	..	..	..	..	..	..	..	..	..
Peru	..	..	..	..	..	..	..	..	..	..	..
Samatra	..	..	..	..	..	..	..	..	..	..	..
Amritia	..	..	..	..	..	..	..	..	..	..	..
Holland	..	..	..	..	..	..	..	..	..	..	..
Madagascar	..	..	..	..	..	..	..	..	..	..	..
Germany	..	..	..	..	..	..	..	..	..	..	..
Australia	..	..	..	..	..	..	..	..	..	..	..
Cochin-China	..	..	..	..	..	..	..	..	..	..	..
Yatal	..	..	..	..	..	..	..	..	..	..	..
Madagascar	..	..	..	..	..	..	..	..	..	..	..
Other Countries	..	..	..	..	..	..	..	..	..	..	..
TOTAL	49,970,000	54,897,180	60,711,771	65,801,200	75,451,870	81,200,210	87,981,780	93,814,380	99,588,915	105,101,021	109,792,072

## EXPORTS.



## EXPORTS.

## COTTON PIECE-GOODS

Countries to which Exported	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.
British Settlements ..	201,112	621,072	165,775	116,872	316,278	238,936	1,108,711	1,108,711	1,108,711
Peria ..	215,417	281,132	490,581	275,564	631,271	870,721	851,251	851,251	851,251
Ceylon ..	102,094	127,555	131,456	207,858	279,855	512,131	490,238	490,238	490,238
Aden ..	15,697,925	15,770,847	15,262,169	11,015,438	19,285,242	15,965,383	13,255,238	13,255,238	13,255,238
United Kingdom ..	..	..	..	15,450	2,230	100,435	109,416	109,416	109,416
France ..	..	..	..	..	..	..	..	..	..
United States ..	..	..	..	..	..	..	..	..	..
British Guiana ..	..	..	..	..	..	..	..	..	..
Somali and Moham ..	291,411	508,581	541,881	323,769	541,605	261,727	418,577	418,577	418,577
China— Hong-Kong ..	658,091	254,406	122,200	175,200	173,516	720,070	27,500	27,500	27,500
—Treaty Ports ..	1,462,314	2,400,262	5,115,251	3,100,440	4,200,900	13,897,002	1,350,698	1,350,698	1,350,698
Cochin-China ..	..	..	..	..	..	..	..	..	..
Maldives ..	..	..	..	..	..	..	..	..	..
Mauritius ..	173,896	60,178	83,282	72,378	117,600	91,228	243,671	243,671	243,671
Siam ..	..	..	..	85,440	59,055	136,000	410,000	410,000	410,000
Turkey in Europe ..	..	11,550	..	..	..	..	..	..	..
Do. in Asia ..	324,458	697,100	1,302,116	1,119,252	1,452,948	1,618,633	1,714,033	1,714,033	1,714,033
Other Countries in Asia ..	..	..	..	..	..	..	..	..	..
East Africa— German South West ..	16,627,821	9,039,013	11,007,011	16,630,232	21,206,212	19,561,590	20,000,440	20,000,440	20,000,440
Arabia ..	2,008,311	12,157,583	1,615,121	1,048,901	1,434,007	1,983,727	1,031,702	1,031,702	1,031,702
Australia ..	33,910	..	5,028	..	..	9,811	..	..	..
Réunion ..	..	..	..	..	..	..	..	..	..
Egypt ..	..	..	..	..	..	..	..	..	..
Japan ..	28,290	53,872	100,136	167,628	20,070	309,105	1,207,000	1,207,000	1,207,000
Algeria ..	571,570	30,261	9,614	..	37,550	131,851	8,800	8,800	8,800
Spain ..	100,200	1,671,788	2,276,935	9,645,129	7,605,670	968,700	1,059,002	1,059,002	1,059,002
Italy ..	..	..	..	..	..	..	..	..	..
Spain-Gibraltar ..	..	..	..	..	..	..	..	..	..
Madagascar ..	45,000	27,000	105,000	..	61,874	172,140	300,730	300,730	300,730
Natal ..	..	5,455	7,850	..	..	17,370	24,270	24,270	24,270
Australia ..	..	11,550	..	..	..	..	..	..	..
Java ..	..	..	..	10,850	..	..	..	..	..
Philippines ..	..	..	..	..	..	..	..	..	..
Other Countries ..	12,151	11,800	19,710	9,500	..	0,110	9,200	9,200	9,200
Total ..	43,000,000	33,140,762	32,222,262	29,311,281	29,072,411	54,968,811	15,000,211	15,000,211	15,000,211

## UNBLEACHED.

## EXPORTS.

Countries to which Exported	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.
British Settlements ..	1,108,711	2,300,258	2,100,857	5,777,264	5,162,234	1,070,437	1,811,704	2,300,768	2,300,768
Peria ..	1,002,681	690,653	1,420,746	1,027,102	1,116,942	849,137	685,101	1,005,750	1,005,750
Ceylon ..	210,223	201,223	364,616	205,606	551,372	255,077	432,502	402,481	402,481
Aden ..	10,025,177	10,731,240	10,716,831	13,008,681	10,182,302	12,510,684	10,633,206	10,650,072	10,650,072
United Kingdom ..	..	987	207	731	5,600	745	2,126	1,116	1,116
France ..	..	..	..	..	..	..	..	..	..
United States ..	..	..	..	..	..	..	..	..	..
British Guiana ..	..	..	..	..	..	..	..	..	..
Somali and Moham ..	508,581	267,897	294,494	610,847	216,381	500,827	314,703	492,161	492,161
China— Hong-Kong ..	658,091	1,387,216	1,000,838	2,816,100	429,711	391,205	41,002	570,250	570,250
—Treaty Ports ..	15,000,000	9,978,710	6,025,596	18,001,417	14,049,091	4,600,588	5,587,250	6,050,062	6,050,062
Cochin-China ..	..	..	..	..	..	..	..	..	..
Maldives ..	..	..	..	..	..	..	..	..	..
Mauritius ..	..	..	..	..	..	..	..	..	..
Siam ..	..	..	..	..	..	..	..	..	..
Turkey in Europe ..	..	..	..	..	..	..	..	..	..
Do. in Asia ..	..	..	..	..	..	..	..	..	..
Other Countries in Asia ..	..	..	..	..	..	..	..	..	..
East Africa— German South West ..	16,627,821	15,372,844	20,700,040	20,654,511	20,521,400	14,187,220	16,743,721	17,109,647	17,109,647
Arabia ..	2,008,311	2,489,773	3,200,288	2,515,079	1,747,512	2,077,368	1,173,255	1,464,200	1,464,200
Australia ..	..	..	..	..	..	..	..	..	..
Réunion ..	..	..	..	..	..	..	..	..	..
Egypt ..	..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..	..
Algeria ..	..	..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..	..	..
Spain-Gibraltar ..	..	..	..	..	..	..	..	..	..
Madagascar ..	..	..	..	..	..	..	..	..	..
Natal ..	..	..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	..	..	..
Philippines ..	..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..	..
Total ..	43,000,000	33,140,762	32,222,262	29,311,281	29,072,411	54,968,811	15,000,211	15,000,211	15,000,211

EXPORTS.

CONTRIBUTION TO WHICH EXPORTED.	1888-89, yards.	1884-85, yards.	1888-89, yards.	1888-87, yards.	1887-88, yards.	1888-89, yards.	1889-90, yards.	1890-91, yards.	1891-92, yards.
Ceylon .....	5,788,244	4,209,657	4,430,857	6,094,343	6,650,189	5,085,203	5,305,076	20,285,321	52,000,000
Germany .....	3,623,766	5,244,121	6,073,206	4,838,712	5,767,656	4,035,555	3,608,280	3,332,230	3,332,230
Belgian Settlements .....	985,064	827,765	985,638	639,674	478,890	602,170	594,093	373,899	373,899
India .....	1,275,105	1,407,582	1,517,811	1,247,013	1,464,285	1,450,637	1,077,710	275,022	275,022
United Kingdom .....	454,180	547,598	184,092	152,051	213,993	449,737	917,528	180,000	180,000
Aden .....	467,161	461,627	840,647	837,001	1,053,403	849,292	1,015,387	725,766	725,766
Mekran and Somalima .....	40,658	25,237	39,855	51,212	83,281	90,141	129,641	29,062	29,062
Tokyo to India .....	...	...	...	...	...	...	...	...	...
Spain—Gibraltar .....	...	...	...	...	...	...	...	...	...
Cochin—China .....	...	...	...	...	...	...	...	...	...
Maina .....	...	...	...	...	...	...	...	...	...
United States .....	...	...	...	...	...	...	...	...	...
Turkey in Europe .....	...	...	...	...	...	...	...	...	...
Russia .....	...	...	...	...	...	...	...	...	...
Persia .....	310,043	325,503	350,184	218,833	153,929	280,386	303,447	263,839	263,839
British (German) Portuguese (German) (South-West)	345,881	145,058	162,219	252,403	272,808	606,941	611,619	346,550	346,550
East Africa .....	...	...	...	...	...	...	...	...	...
Egypt .....	...	2,806	3,053	7,134	4,232	9,536	45,028	65,887	65,887
Siam .....	89,557	34,404	145,551	30,086	4,842	5,074	...	...	60
Java .....	...	...	...	...	...	...	...	...	...
Borneo .....	...	...	...	...	...	...	...	...	...
Siam .....	...	...	...	...	...	...	...	...	...
Maldives .....	14,032	11,849	18,777	...	9,191	4,425	6,964	4,398	4,398
Maritimes .....	83,943	95,003	62,403	62,029	29,671	53,807	122,898	33,791	33,791
Switzerland .....	4,000	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...	1,569
France .....	20,000	6,670	42,349	...	...	...	22,150	800	800
Natal .....	7,413	23,221	8,485	10,323	41,700	37,736	102,860	106,770	106,770
Canada .....	...	...	...	...	...	...	...	...	...
Philippines .....	...	...	...	...	...	...	...	...	...
Algeria .....	4,740	50,460	115,503	163,324	52,175	55,136	32,440	185,653	185,653
Africa .....	...	...	6,600	...	...	...	...	...	...
Reunion .....	...	...	...	...	...	...	...	...	...
Madagascar .....	...	...	...	...	...	27,000	33,000	33,600	33,600
Japan .....	...	...	...	...	...	4,500	...	...	...
Cape Colony .....	...	...	...	...	...	...	...	...	...
China—(Hong-Kong Treaty Ports) .....	...	...	...	...	...	...	11,840	1,696	1,696
Other Countries .....	27	222	2,432	2,572	1,902	3,210	3,232	...	...
TOTAL .....	13,419,183	14,608,403	17,827,464	14,768,056	16,246,856	15,189,008	14,276,039	14,243,041	14,243,041

COTTON PIECE-GOODS, PRINTED OR DYED.\*

[illegible]

## EXPORTS.

COUNTRIES TO WHICH REPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	5,584,900	5,677,073	5,514,180	5,501,436	5,513,531	5,497,716	5,493,571
United States ..	1,244,080	1,736,130	1,706,350	1,686,293	2,200,809	1,881,870	1,901,231
France ..	3,098	31,639	86,963	115,014	81,507	181,009	73,055
Guyton ..	..	..	60	..	..	..	..
Holland ..	..	..	..	..	..	..	..
Germany ..	..	120,837	92,051	207,545	351,600	681,003	82,301
Straits Settlements ..	547	809	480	406	475	478	61
China—Hong-Kong ..	10,940	13,329	5,071	8,530	8,871	21,432	16,910
Australia ..	16,707	31,822	4,063	777	3,496	3,690	379
Austria ..	115,203	184,894	121,580	122,410	180,462	203,406	400,910
Italy ..	91,863	112,278	100,600	120,470	206,273	181,373	234,101
Spain (excluding Gibraltar) ..	..	67,618	84,236	45,720	158,874	103,773	116,170
Egypt ..	..	..	47,816	..	..	..	..
Belgium ..	..	..	..	3,578	5,079	1,786	70
Japan ..	..	..	..	1,147	4,124	7,800	5,000
South America ..	..	..	..	..	..	..	11,300
Arabia ..	..	..	..	..	..	..	..
Cochin-China ..	..	..	..	..	..	..	..
Russia ..	..	..	..	..	..	..	..
West India ..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..
East Africa (British) ..	..	..	..	..	..	..	..
Siam ..	..	..	..	..	..	..	..
West Africa ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
Total ..	7,077,980	8,268,616	7,770,132	8,206,708	9,643,184	10,583,148	10,165,919

## EXPORTS.

COUNTRIES TO WHICH REPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	5,584,900	5,677,073	5,514,180	5,501,436	5,513,531	5,497,716	5,493,571
United States ..	1,244,080	1,736,130	1,706,350	1,686,293	2,200,809	1,881,870	1,901,231
France ..	3,098	31,639	86,963	115,014	81,507	181,009	73,055
Guyton ..	..	..	60	..	..	..	..
Holland ..	..	..	..	..	..	..	..
Germany ..	..	120,837	92,051	207,545	351,600	681,003	82,301
Straits Settlements ..	547	809	480	406	475	478	61
China—Hong-Kong ..	10,940	13,329	5,071	8,530	8,871	21,432	16,910
Australia ..	16,707	31,822	4,063	777	3,496	3,690	379
Austria ..	115,203	184,894	121,580	122,410	180,462	203,406	400,910
Italy ..	91,863	112,278	100,600	120,470	206,273	181,373	234,101
Spain (excluding Gibraltar) ..	..	67,618	84,236	45,720	158,874	103,773	116,170
Egypt ..	..	..	47,816	..	..	..	..
Belgium ..	..	..	..	3,578	5,079	1,786	70
Japan ..	..	..	..	1,147	4,124	7,800	5,000
South America ..	..	..	..	..	..	..	11,300
Arabia ..	..	..	..	..	..	..	..
Cochin-China ..	..	..	..	..	..	..	..
Russia ..	..	..	..	..	..	..	..
West India ..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..
East Africa (British) ..	..	..	..	..	..	..	..
Siam ..	..	..	..	..	..	..	..
West Africa ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
Total ..	7,077,980	8,268,616	7,770,132	8,206,708	9,643,184	10,583,148	10,165,919

EXPORTS.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	5,584,900	5,677,073	5,514,180	5,501,436	5,513,531	5,497,716	5,493,571
United States ..	1,244,080	1,736,130	1,706,350	1,686,293	2,200,809	1,881,870	1,901,231
France ..	3,098	31,639	86,963	115,014	81,507	181,009	73,055
Guyton ..	..	..	60	..	..	..	..
Holland ..	..	..	..	..	..	..	..
Germany ..	..	120,837	92,051	207,545	351,600	681,003	82,301
Straits Settlements ..	547	809	480	406	475	478	61
China—Hong-Kong ..	10,940	13,329	5,071	8,530	8,871	21,432	16,910
Australia ..	16,707	31,822	4,063	777	3,496	3,690	379
Austria ..	115,203	184,894	121,580	122,410	180,462	203,406	400,910
Italy ..	91,863	112,278	100,600	120,470	206,273	181,373	234,101
Spain (excluding Gibraltar) ..	..	67,618	84,236	45,720	158,874	103,773	116,170
Egypt ..	..	..	47,816	..	..	..	..
Belgium ..	..	..	..	3,578	5,079	1,786	70
Japan ..	..	..	..	1,147	4,124	7,800	5,000
South America ..	..	..	..	..	..	..	11,300
Arabia ..	..	..	..	..	..	..	..
Cochin-China ..	..	..	..	..	..	..	..
Russia ..	..	..	..	..	..	..	..
West India ..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..
East Africa (British) ..	..	..	..	..	..	..	..
Siam ..	..	..	..	..	..	..	..
West Africa ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
Total ..	7,077,980	8,268,616	7,770,132	8,206,708	9,643,184	10,583,148	10,165,919

## Exports.

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Counties to which Exported.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
No.	No.	No.	No.	No.	No.	No.	No.
Mexico .. ..	..	..	..	..	..	..	..
Argentine Republic ..	..	..	..	..	..	..	..
United States .. ..	16,085,000	17,720,830	16,871,820	19,201,290	15,266,510	17,201,200	9,050,100
Domestic .. ..	..	..	..	..	..	..	..
Strait Settlements ..	8,900,000	17,882,000	7,600,571	6,700,335	12,983,772	12,417,027	11,127,000
Oceania .. ..	408,510	770,230	200,971	331,833	264,021	351,800	411,800
China .. ..	11,677,010	18,714,450	15,261,914	10,050,912	22,048,510	21,006,602	21,824,820
Australia .. ..	14,491,310	6,677,010	4,435,787	9,817,722	..	11,950,110	16,721,000
Shanghai (Hong-Kong Treaty Ports) ..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..
Chap of Good Hope ..	1,100,070	731,870	1,205,220	1,017,187	187,000	..	..
Aden .. ..	141,480	81,072	116,550	57,000	1,578,821	145,030	91,810
West India .. ..	..	..	..	..	..	..	..
Tripoli .. ..	..	..	..	..	..	..	..
Persea .. ..	419,181	253,618	228,001	160,771	41,100	614,240	300,110
Sweden .. ..	..	..	..	..	..	..	..
Finland .. ..	..	..	..	..	..	..	..
Sierra .. ..	..	..	..	..	..	..	..
Southern and Malacca ..	..	..	..	..	..	..	..
United Kingdom ..	2,202,210	6,961,250	7,120,520	7,164,700	12,783	11,670,325	21,705,310
Africa (North) .. ..	..	..	..	..	..	..	..
Sierra .. ..	..	..	..	..	..	..	..
Nauria .. ..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..
Sandwich Islands ..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..
Japan .. ..	379,500	526,001	223,400	431,652	928,880	1,184,320	1,001,700
Turkey in Asia .. ..	1,192,977	2,038,420	1,837,150	1,108,820	900,617	1,707,120	1,831,020
Turkey in Europe ..	..	..	..	..	..	..	..
Madagascar .. ..	..	..	..	..	..	..	..
Buador .. ..	..	..	..	..	..	..	..
Cochin-China (Sai-gon) ..	149,200	112,100	61,500	25,000	..	131,100	410,000
Italy .. ..	..	..	..	..	..	..	..
Malta .. ..	..	..	..	..	..	..	..
British German (Other Ports) ..	204,685	271,274	207,860	160,710	602,005	270,110	611,200
Other Countries in Africa ..	..	..	..	..	..	..	..
Egypt .. ..	1,201,200	2,275,200	2,967,310	2,674,800	870,870	1,701,307	2,050,900
Natal .. ..	..	..	..	..	..	..	..
South America .. ..	1,207,210	783,000	1,575,000	2,616,710	3,203,000	6,228,570	8,481,800
British Colonies ..	..	..	..	..	..	..	..
Central America .. ..	..	..	..	..	..	..	..
Aravia .. ..	..	..	..	..	..	..	..
Austria .. ..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..
Holland .. ..	..	..	..	..	..	..	..
Algeria .. ..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..
Greece .. ..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..
Peru .. ..	..	..	..	..	..	..	..
Other Countries in Asia ..	..	..	..	..	..	..	..
Philippines .. ..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..
Cape Colony .. ..	..	..	..	..	..	..	..
Other Countries .. ..	6,670	8,650	17,450	2,310	101,000	10,000	10,000

Exports.

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## Exports.

Counties to which Exported.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
No.	No.	No.	No.	No.	No.	No.	No.
Mexico .. ..	..	..	..	..	..	..	..
Argentine Republic ..	..	..	..	..	..	..	..
United States .. ..	16,085,000	17,720,830	16,871,820	19,201,290	15,266,510	17,201,200	9,050,100
Domestic .. ..	..	..	..	..	..	..	..
Strait Settlements ..	8,900,000	17,882,000	7,600,571	6,700,335	12,983,772	12,417,027	11,127,000
Oceania .. ..	408,510	770,230	200,971	331,833	264,021	351,800	411,800
China .. ..	11,677,010	18,714,450	15,261,914	10,050,912	22,048,510	21,006,602	21,824,820
Australia .. ..	14,491,310	6,677,010	4,435,787	9,817,722	..	11,950,110	16,721,000
Shanghai (Hong-Kong Treaty Ports) ..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..
Chap of Good Hope ..	1,100,070	731,870	1,205,220	1,017,187	187,000	..	..
Aden .. ..	141,480	81,072	116,550	57,000	1,578,821	145,030	91,810
West India .. ..	..	..	..	..	..	..	..
Tripoli .. ..	..	..	..	..	..	..	..
Persea .. ..	419,181	253,618	228,001	160,771	41,100	614,240	300,110
Sweden .. ..	..	..	..	..	..	..	..
Finland .. ..	..	..	..	..	..	..	..
Sierra .. ..	..	..	..	..	..	..	..
Southern and Malacca ..	..	..	..	..	..	..	..
United Kingdom ..	2,202,210	6,961,250	7,120,520	7,164,700	12,783	11,670,325	21,705,310
Africa (North) .. ..	..	..	..	..	..	..	..
Sierra .. ..	..	..	..	..	..	..	..
Nauria .. ..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..
Sandwich Islands ..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..
Japan .. ..	379,500	526,001	223,400	431,652	928,880	1,184,320	1,001,700
Turkey in Asia .. ..	1,192,977	2,038,420	1,837,150	1,108,820	900,617	1,707,120	1,831,020
Turkey in Europe ..	..	..	..	..	..	..	..
Madagascar .. ..	..	..	..	..	..	..	..
Buador .. ..	..	..	..	..	..	..	..
Cochin-China (Sai-gon) ..	149,200	112,100	61,500	25,000	..	131,100	410,000
Italy .. ..	..	..	..	..	..	..	..
Malta .. ..	..	..	..	..	..	..	..
British German (Other Ports) ..	204,685	271,274	207,860	160,710	602,005	270,110	611,200
Other Countries in Africa ..	..	..	..	..	..	..	..
Egypt .. ..	1,201,200	2,275,200	2,967,310	2,674,800	870,870	1,701,307	2,050,900
Natal .. ..	..	..	..	..	..	..	..
South America .. ..	1,207,210	783,000	1,575,000	2,616,710	3,203,000	6,228,570	8,481,800
British Colonies ..	..	..	..	..	..	..	..
Central America .. ..	..	..	..	..	..	..	..
Aravia .. ..	..	..	..	..	..	..	..
Austria .. ..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..
Holland .. ..	..	..	..	..	..	..	..
Algeria .. ..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..
Greece .. ..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..
Peru .. ..	..	..	..	..	..	..	..
Other Countries in Asia ..	..	..	..	..	..	..	..
Philippines .. ..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..
Cape Colony .. ..	..	..	..	..	..	..	..
Other Countries .. ..	6,670	8,650	17,450	2,310	101,000	10,000	10,000

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### EXPORTS.

COUNTRIES TO WHICH EXPORTED	1933-34 yards.	1934-35 yards.	1935-36 yards.	1936-37 yards.	1937-38 yards.	1938-39 yards.
United States	5,875,200	10,495,216	12,739,610	8,153,200	10,604,100	12,415,160
Canada	1,000	1,000	1,000	1,000	1,000	1,000
United Kingdom	87,738	3,359,797	3,005,072	2,950,000	789,764	7,326,476
France	1,000	1,000	1,000	1,000	1,000	1,000
Holland	1,000	1,000	1,000	1,000	1,000	1,000
Belgium	1,000	1,000	1,000	1,000	1,000	1,000
Swiss Settlements	25,000	100,000	85,000	22,788	81,000	24,000
Spain	21,379	1,000	1,000	223,400	83,000	1,000
Ceylon	225,174	34,221	50,114	679,400	67,713	83,900
British India	1,000	1,000	1,000	1,000	1,000	1,000
Portugal	16,917	79,000	1,000	41,949	76,743	1,000
Turkey in Europe and Asia (North)	1,000	1,000	1,000	1,000	1,000	1,000
Mexico and Central America and West Indies	1,000	1,000	1,000	1,000	1,000	1,000
Australia	289,000	456,107	69,000	82,000	688,300	239,000
France (Colonies)	1,000	1,000	1,000	1,000	1,000	1,000
Italy	10,000	24,000	1,000	15,000	1,000	1,000
Japan	1,000	1,000	1,000	1,000	1,000	1,000
Spain	1,000	1,000	1,000	1,000	1,000	1,000
South America (Other Countries)	1,000	1,000	1,000	110,000	70,000	1,000
Belgium	1,000	1,000	1,000	1,000	1,000	1,000
Canada	1,000	1,000	1,000	1,000	1,000	1,000
East Coast of Africa	1,000	1,000	1,000	1,000	1,000	1,000
South America (Other Countries)	1,000	1,000	1,000	1,000	1,000	1,000
Arabia (Cushitic Nations)	1,000	1,000	1,000	1,000	1,000	1,000
Japan	6,489	10,000	26,000	7,005	14,400	14,000
Other Countries	1,000	1,000	1,000	1,000	1,000	1,000
TOTAL	6,920,800	15,052,422	15,937,630	13,779,225	13,698,220	14,979,388

### EXPORTS.

COUNTRY TO WHICH EXPORTED.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.	1957-58.	1958-59.
United Kingdom .....	154,335	139,330	69,400	74,197	122,130	135,039	135,039
France .....	10,000	17,647	10,000	10,000	107,000	10,000	10,000
Austria .....	"	"	"	"	"	"	"
Italy .....	1,682	225	"	"	"	1,075	977
Malta .....	"	"	"	"	"	"	"
Netherlands and Mexican .....	791	"	"	440	331	"	"
Italy .....	270,825	227,971	124,470	503,565	110,621	61,412	61,412
China-Taipei .....	"	"	"	"	"	"	"
Ceylon .....	"	"	"	"	"	"	"
Sri Lanka Settlements .....	"	"	"	"	"	"	"
India .....	"	"	"	"	"	"	"
Japan .....	9,455	3,622	5,783	3,668	10,311	6,045	6,045
Republic of Korea .....	"	"	"	"	"	"	"
Japan .....	228	616	918	"	"	"	"
Australia .....	"	"	"	"	"	"	"
Madagascar .....	"	"	"	"	"	"	"
East Coast of Africa, Zanzibar .....	"	"	"	"	"	"	1,031
United States .....	"	"	"	"	"	"	"
Turkey in Europe .....	"	"	"	"	330	311	311
Other Countries .....	5,222	"	"	"	"	"	"
<b>TOTAL .....</b>	<b>674,560</b>	<b>831,234</b>	<b>355,071</b>	<b>445,215</b>	<b>435,058</b>	<b>435,058</b>	<b>435,058</b>

EXPORTS.

COUNTRY TO WHICH EXPORTED	1932-33, thous. tons	1933-34, thous. tons	1935-36, thous. tons	1937-38, thous. tons	1937-38, thous. tons	1938-39, thous. tons	1939-40, thous. tons
United Kingdom ..	223,230	227,740	227,140	230,728	241,099	392,307	317,473
France ..	34,859	124,779	748,093	759,000	692,160	399,253	399,253
Italy ..	1,191	1,008	608	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Belgium ..	..	..	..	..	..	..	..
United States ..	..	..	..	..	..	..	..
Canada ..	..	..	..	..	..	..	..
Norfolk Settlements ..	..	..	..	211	..	..	1,000
Ceylon ..	..	..	..	..	1,680	5,211	..
China-Tientsin-Kobe ..	..	..	..	..	..	..	..
Turkey in Europe ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
<b>TOTAL ..</b>	<b>835,396</b>	<b>560,932</b>	<b>1,023,807</b>	<b>1,000,448</b>	<b>938,233</b>	<b>1,213,061</b>	<b>1,233,000</b>

## EXPORTS.

[illegible]

## EXPORTS

	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.	2912-13.	2913-14.	2914-15.	2915-16.	2916-17.	2917-18.	2918-19.	2919-20.	2920-21.	2921-22.	2922-23.	2923-24.	2924-25.	2925-26.	2926-27.	2927-28.	2928-29.	2929-30.	2930-31.	2931-32.	2932-33.	2933-34.	2934-35.	2935-36.	2936-37.	2937-38.	2938-39.	2939-40.	2940-41.	2941-42.	2942-43.	2943-44.	2944-45.	2945-46.	2946-47.	2947-48.	2948-49.	2949-50.	2950-51.	29
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THOS. W. WATSON AND COMPANY

[illegible]

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1892-93. yards.	1893-94. yards.	1894-95. yards.	1895-96. yards.	1896-97. yards.	1897-98. yards.	1898-99. yards.	1899-00. yards.
United Kingdom .. ..	1,528,481	2,000,018	2,480,425	2,335,056	2,764,281	1,907,801	4,038,101	4,038,101
Spain (Cuba only) .. ..	22,344	26,495	19,250	16,491	19,027	27,023	21,465	16,775
France .. ..	1,000,395	1,045,751	601,000	615,421	601,508	710,201	721,726	721,726
Germany .. ..	..	..	..	..	..	..	..	..
Cape Colony .. ..	..	..	..	..	..	..	..	..
Greece .. ..	..	..	..	..	..	..	..	..
British Settlements .. ..	..	..	..	..	..	..	..	..
Ceylon .. ..	..	..	..	..	..	..	..	..
China—(Hong-Kong & Treaty Ports)	2,000	1,161	9,065	1,600	1,431	1,000	1,000	1,000
Cochin China .. ..	..	..	..	..	..	..	..	..
Madagascar .. ..	..	..	..	..	..	..	..	..
Bombay .. ..	..	..	..	..	..	..	..	..
British Guiana .. ..	..	..	..	..	..	..	..	..
United States .. ..	89,161	14,610	25,262	55,309	..	4,790	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Portugal .. ..	..	..	..	..	..	..	..	..
Belgium .. ..	..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..	..
United States .. ..	..	..	..	..	..	..	..	..
Canada .. ..	..	..	..	..	..	..	..	..
British Columbia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Maldives and Laccadives .. ..	..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..				

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. yards.	1884-85. yards.	1885-86. yards.	1886-87. yards.	1887-88. yards.	1888-89. yards.	1889-90. yards.
France .. ..	..	..	..	..	..	..	..
United Kingdom ..	1,970	1,932	9,817	6,768	1,474	14,651	11,341
Peru .. ..	6,790	..	..	..	..	..	..
Madagascar .. ..	..	..	..	..	..	..	..
Ceylon .. ..	625,567	160,005	134,225	133,719	201,422	170,280	191,241
United States .. ..	..	..	..	409	1,971	785	..
Mauritius .. ..	..	..	..	..	..	..	..
Aden .. ..	3,568	10,431	4,508	10,024	..	..	..
China— { Hong-Kong .. ..	..	..	..	..	..	..	..
{ Treaty Ports .. ..	..	..	..	..	..	..	..
Strait Settlements ..	..	..	726	800	2,146	..	..
South America .. ..	..	..	..	..	..	..	..
Italy .. ..	..	..	..	..	..	..	..
Nepal .. ..	..	1,709	1,821	2,538	1,872	..	..
Arabia .. ..	..	..	..	..	..	..	..
Australia .. ..	..	..	1,640	..	..	..	..
Malta .. ..	..	..	..	718	876	..	..
Turkey in Asia .. ..	..	..	..	..	..	..	..
Do. in Europe .. ..	..	..	..	..	..	..	..
East Africa— { British .. ..	..	..	..	..	..	..	..
{ Portuguese .. ..	..	..	..	..	..	..	..
Austria .. ..	..	..	..	..	..	..	..
Spain—Gibraltar .. ..	..	..	..	..	..	..	..
Algeria .. ..	..	..	..	..	..	..	..
Natal .. ..	..	..	..	..	..	..	..
Greece .. ..	..	..	..	..	..	..	..
Cape Colony .. ..	..	..	..	..	..	..	..
Philippines .. ..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..
Other Countries .. ..	2,721	1,317	2,506	3,373	2,795	4,051	2,839
TOTAL .. ..	200,178	155,284	145,647	158,065	212,503	190,019	207,710

## Wool-GOODS.

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. yards.	1884-85. yards.	1885-86. yards.	1886-87. yards.	1887-88. yards.	1888-89. yards.	1889-90. yards.
France .. ..	..	90	40	..	..	..	..
United Kingdom ..	2,004	1,789	1,930	919	296	200	564
Peru .. ..	..	20	720	..	200	180	500
Madagascar .. ..	..	..	160	160	..	..	..
Ceylon .. ..	207,830	187,096	250	21,007	11,921	4,450	30,004
United States .. ..	..	..	80	55	301	479	..
Mauritius .. ..	..	..	..	121	..	..	..
Aden .. ..	..	..	713	270	..	549	..
China— { Hong-Kong .. ..	..	..	..	..	111	..	60
{ Treaty Ports .. ..	..	..	..	..	..	..	233
Strait Settlements ..	..	..	..	..	..	..	297
South America .. ..	..	..	..	..	..	..	30
Italy .. ..	..	..	..	..	..	..	2,434
Nepal .. ..	..	..	..	..	..	..	635
Arabia .. ..	..	..	..	..	..	..	18
Australia .. ..	..	..	..	..	..	..	714
Malta .. ..	..	..	..	..	..	..	..
Turkey in Asia .. ..	..	..	..	..	..	..	..
Do. in Europe .. ..	..	..	..	..	..	..	..
East Africa— { British .. ..	..	..	..	..	..	..	..
{ Portuguese .. ..	..	..	..	..	..	..	..
Austria .. ..	..	..	..	..	..	..	..
Spain—Gibraltar .. ..	..	..	..	..	..	..	..
Algeria .. ..	..	..	..	..	..	..	..
Natal .. ..	..	..	..	..	..	..	..
Greece .. ..	..	..	..	..	..	..	..
Cape Colony .. ..	..	..	..	..	..	..	..
Philippines .. ..	..	..	..	..	..	..	..
Java .. ..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..
Other Countries .. ..	..	..	..	..	..	..	..
TOTAL .. ..	214,100	241,210	8,207	58,482	12,613	6,029	29,744

## EXPORTS.

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COUNTRIES TO WHICH EXPORTED.	1882-83. cwt.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	10,848,516	7,441,981	12,071,218	9,667,201	6,630,708	9,683,880	7,626,316	10,848,516
Mauritius ..	50,780	52,900	31,267	49,251	21,852	23,298	11,200	50,780
France ..	8,867,798	5,182,125	11,145,015	8,902,620	2,559,019	3,131,001	1,120,100	8,867,798
Ceylon ..	10,179	11,201	11,200	8,730	6,207	6,007	4,301	10,179
Aden ..	17,121	21,689	19,716	15,948	18,565	18,261	18,610	17,121
Malagascaris ..	11,553	11,250	23,294	14,000	14,570	10,321	10,321	11,553
Straits Settlements ..	40,697	1,467	2,200	12,126	7,351	2,139	8,000	40,697
Rennia ..	..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	..	..
Perak ..	..	..	..	..	..	..	..	..
India ..	..	..	..	..	..	..	..	..
China ..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..
TOTAL ..	20,976,450	15,821,761	21,069,319	17,262,320	12,238,169	17,618,080	13,772,100	20,976,450

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## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1882-83. cwt.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	10,848,516	7,441,981	12,071,218	9,667,201	6,630,708	9,683,880	7,626,316	10,848,516
Mauritius ..	50,780	52,900	31,267	49,251	21,852	23,298	11,200	50,780
France ..	8,867,798	5,182,125	11,145,015	8,902,620	2,559,019	3,131,001	1,120,100	8,867,798
Ceylon ..	10,179	11,201	11,200	8,730	6,207	6,007	4,301	10,179
Aden ..	17,121	21,689	19,716	15,948	18,565	18,261	18,610	17,121
Malagascaris ..	11,553	11,250	23,294	14,000	14,570	10,321	10,321	11,553
Straits Settlements ..	40,697	1,467	2,200	12,126	7,351	2,139	8,000	40,697
Rennia ..	..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	..	..
Perak ..	..	..	..	..	..	..	..	..
India ..	..	..	..	..	..	..	..	..
China ..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..
TOTAL ..	20,976,450	15,821,761	21,069,319	17,262,320	12,238,169	17,618,080	13,772,100	20,976,450



## EXPORTS.

360

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Ceylon .. ..	202,207	245,207	307,178	309,270	258,216	265,416	21,851
United Kingdom .. ..	4,095	..	8,000	501	..	157	..
Strait Settlements .. ..	1,278	1,774	8,141	8,444	2,372	1,865	1,301
America (U. S.) .. ..	..	..	..	..	..	..	..
Mauritius .. ..	..	..	..	..	..	..	..
Rumaila .. ..	..	..	..	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..
Laodivien and Maldives .. ..	..	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..
West India .. ..	..	..	..	..	..	..	..
East Africa { British Other Ports }	..	2,151	..	..	..	..	..
Madagascar .. ..	..	..	..	..	..	..	..
China—Hong-Kong .. ..	..	..	..	48,051	29,180	5,500	..
Italy .. ..	..	..	..	..	..	4,018	..
Egypt .. ..	..	..	..	..	..	1,422	..
Other Countries .. ..	..	188	472	1	553	..	..
Siam .. ..	..	..	..	..	..	..	..
Australia .. ..	..	..	..	..	..	..	..
Austria .. ..	..	..	..	..	..	..	..
Natal .. ..	..	..	..	..	..	..	..
Cochin—China—Saigon .. ..	..	..	..	..	..	..	..
Persia .. ..	..	..	..	..	..	..	..
South America .. ..	..	..	..	..	..	..	..
Uruguay .. ..	..	..	..	..	..	..	..
Spain (excluding Gibraltar) .. ..	..	..	..	..	..	..	..
Aden .. ..	..	..	..	..	..	..	..
Arabia .. ..	..	..	..	..	..	..	..
Melara & Sonolani .. ..	..	..	..	..	..	..	..
Turkey in Asia .. ..	..	..	..	..	..	..	..
TOTAL ..	208,144	245,336	498,721	418,772	288,351	370,412	21,851

\* Subject to duty

EXPORTS.

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## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Ceylon .. ..	213,748	294,280	365,442	409,446	439,400	439,066	403,410
United Kingdom .. ..	4	47	23	270	1	12,161	231
Strait Settlements .. ..	25,844	29,142	16,208	10,858	1,741	9,708	11,402
America (U. S.) .. ..	..	5,490	6	..	..	6,006	79,041
Mauritius .. ..	2	11	11	10	24	..	10
Rumaila .. ..	..	..	7	..	..	..	..
Sumatra .. ..	..	..	..	..	..	..	..
France .. ..	..	..	..	..	..	..	..
Laodivien and Maldives .. ..	4	..	..	..	..	..	..
Germany .. ..	..	..	..	..	..	..	..
West India .. ..	..	..	..	..	..	..	..
East Africa { British Other Ports }	..	1	..	86	22	1,728	..
Madagascar .. ..	..	..	..	..	..	..	..
China—Hong-Kong .. ..	..	..	100	4,400	12,476	2,093	6,010
Italy .. ..	..	..	..	..	..	..	..
Egypt .. ..	..	..	..	..	..	..	..
Other Countries .. ..	..	..	..	..	..	..	..
Siam .. ..	26	..	209	165	43	21	16
Australia .. ..	..	..	..	..	..	..	..
Austria .. ..	..	..	..	..	..	..	..
Natal .. ..	7	1	..	..	..	..	..
Cochin—China—Saigon .. ..	8	..	..	..	..	6	..
Persia .. ..	..	..	..	..	..	..	..
South America .. ..	..	..	..	..	..	..	..
Uruguay .. ..	..	..	..	..	..	..	..
Spain (excluding Gibraltar) .. ..	..	..	..	..	..	..	..
Aden .. ..	..	..	..	..	..	..	..
Arabia .. ..	..	..	..	..	..	..	..
Melara & Sonolani .. ..	..	..	..	..	..	..	..
Turkey in Asia .. ..	..	..	..	..	..	..	..
TOTAL ..	347,812	627,993	589,063	616,162	624,015	474,504	549,482

\* Subject to duty

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## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	4,888,302	4,721,138	5,271,775	5,739,597	6,514,305	6,253,172	6,430,881
United States ..	1,059,590	1,231,437	1,550,749	1,807,161	2,044,216	2,157,620	2,292,361
France ..	1,414,030	1,455,655	1,889,146	2,289,675	2,800,475	3,075,680	3,229,711
Holland ..	225,251	265,259	290,051	308,102	333,013	359,244	373,311
Belgium ..	300,028	385,277	429,636	534,424	597,455	611,706	624,311
Greece ..	..	7,400	..	..	..	..	..
Cyprus ..	15,000	..	12,179	..	4,681	..	..
Australia ..	379,513	..	..	6,007	8,916	7,100	..
Spain ..	..	..	..	..	100,793	100,793	..
Manilla ..	..	1,853	..	..	..	..	..
China ..	1,001	21,704	..	29,801	50,909	3,420	..
Germany ..	80,445	80,050	109,846	134,900	186,169	186,169	..
Italy ..	..	..	..	..	..	..	..
South America ..	..	..	..	..	..	..	..
West Indies ..	..	..	..	..	..	..	..
British Guiana ..	..	..	..	..	..	..	..
Spain, Gibraltar ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
Africa ..	..	..	..	..	..	..	..
Spain (excluding Gibraltar) ..	..	..	..	..	..	..	..
Russia ..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..
Treury in Europe ..	..	..	..	..	..	..	..
Treury in Asia ..	..	..	..	..	..	..	..
France ..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	..
China—(Hong Kong)	..	..	..	..	..	..	..
China—(Tientsin)	..	..	..	..	..	..	..
East Africa—(British)	..	..	..	..	..	..	..
East Africa—(Portuguese)	..	..	..	..	..	..	..
Madagascar ..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..
Straits Settlements ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
TOTAL ..	8,541,706	8,746,494	9,210,138	9,855,033	10,472,700	10,461,374	10,461,374

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	1,379,355	1,881,207	1,578,026	222,021	321,718	641,887	819,181
France ..	771,591	1,104,239	1,431,650	1,876,370	2,024,271	1,854,148	1,910,581
Germany ..	..	..	..	..	..	..	..
Belgium ..	..	..	..	..	..	..	..
Manilla ..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..
Germany ..	304,734	372,230	214,225	81,122	88,501	181,242	232,610
Holland ..	..	..	..	..	..	..	..
Italy ..	14,821	11,000	31,273	6,000	19,001	28,001	..
Spain ..	14,821	11,000	31,273	6,000	19,001	28,001	..
China ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
China—Hong Kong ..	179,172	691,041	82,800	103,530	103,566	97,431	120,000
Spain, Gibraltar ..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..
Denmark ..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..
Cape Colony ..	..	..	..	..	..	..	..
Cyprus ..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..
East Africa—(British)	..	..	..	..	..	..	..
East Africa—(German)	..	..	..	..	..	..	..
Madagascar ..	..	..	..	..	..	..	..
West India ..	..	..	..	..	..	..	..
Manilla and Siam ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..
Straits Settlements ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
Remain ..	..	..	..	..	..	..	..
TOTAL ..	3,847,376	5,871,031	5,231,640	2,681,200	3,051,840	3,051,840	3,051,840

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	4,144,800	4,211,217	3,506,071	2,550,250	1,954,131	2,124,072	2,000,000
France ..	17,500	115,100	400,000	525,228	1,000,000	2,000,000	2,000,000
Germany ..	1,400,012	2,000,237	1,400,192	1,107,000	1,000,000	1,000,000	1,000,000
Holland ..	400,000	474,700	500,000	500,000	500,000	500,000	500,000
Belgium ..	..	..	..	..	..	..	..
Manilla ..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
China ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
China—Hong Kong ..	..	..	..	..	..	..	..
China—Tientsin ..	..	..	..	..	..	..	..
East Africa—(British)	..	..	..	..	..	..	..
East Africa—(Portuguese)	..	..	..	..	..	..	..
Madagascar ..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..
Straits Settlements ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
TOTAL ..	7,817,254	10,044,170	9,016,383	6,029,374	5,300,179	6,029,374	5,300,179

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	210,100	415,207	137,400	180,800	201,000	203,000	203,000
France ..	740,000	3,000,101	2,000,000	747,000	601,000	1,000,000	1,000,000
Germany ..	..	..	..	..	..	..	..
Belgium ..	..	..	..	..	..	..	..
Manilla ..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..
Holland ..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
China ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
China—Hong Kong ..	..	..	..	..	..	..	..
China—Tientsin ..	..	..	..	..	..	..	..
East Africa—(British)	..	..	..	..	..	..	..
East Africa—(German)	..	..	..	..	..	..	..
Madagascar ..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..
Cape Colony ..	..	..	..	..	..	..	..
Cyprus ..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..
East Africa—(British)	..	..	..	..	..	..	..
East Africa—(German)	..	..	..	..	..	..	..
Madagascar ..	..	..	..	..	..	..	..
West India ..	..	..	..	..	..	..	..
Manilla and Siam ..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..
Straits Settlements ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
Remain ..	..	..	..	..	..	..	..
TOTAL ..	3,847,376	5,871,031	5,231,640	2,681,200	3,051,840	3,051,840	3,051,840

14th August, 1875.

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-1900. cwt.	1900-1901. cwt.
France	2,016,191	1,864,196	1,766,405	1,699,006	1,625,919	1,517,960	1,420,729	1,324,943
United Kingdom	5,611	5,242	5,307	15,638	15,000	14,000	13,000	12,000
Italy	419,186	437,256	334,662	350,584	453,917	521,211	521,211	521,211
Spain	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
Portugal	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
China	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
South America	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
India	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
Japan	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
Other Countries	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
<b>TOTAL</b>	<b>2,435,382</b>	<b>2,301,451</b>	<b>2,101,434</b>	<b>2,114,164</b>	<b>2,147,276</b>	<b>2,037,141</b>	<b>1,933,731</b>	<b>1,836,954</b>

## WHEAT SEED.\*

COUNTRIES TO WHICH EXPORTED.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-1900. cwt.	1900-1901. cwt.
France	1,612,844	1,517,200	1,420,729	1,324,943	1,230,168	1,135,382	1,040,596	945,810
United Kingdom	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
Italy	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
Spain	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
Portugal	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
China	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
South America	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
India	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
Japan	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
Other Countries	1,421	1,421	1,421	1,421	1,421	1,421	1,421	1,421
<b>TOTAL</b>	<b>1,614,265</b>	<b>1,518,621</b>	<b>1,422,150</b>	<b>1,326,364</b>	<b>1,231,589</b>	<b>1,136,803</b>	<b>1,041,997</b>	<b>947,231</b>

## EXPORTS.

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-1900. cwt.	1900-1901. cwt.
United Kingdom	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
France	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
Italy	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
Spain	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
Portugal	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
China	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
South America	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
India	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
Japan	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
Other Countries	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
<b>TOTAL</b>	<b>1,190,891</b>	<b>1,165,647</b>	<b>1,140,625</b>	<b>1,115,602</b>	<b>1,090,581</b>	<b>1,065,560</b>	<b>1,040,539</b>	<b>1,015,518</b>

## SUGAR, viz., MOLASSES, &amp;c.

COUNTRIES TO WHICH EXPORTED.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-1900. cwt.	1900-1901. cwt.
United Kingdom	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
France	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
Italy	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
Spain	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
Portugal	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
China	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
South America	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
India	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
Japan	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
Other Countries	1,190,891	1,165,647	1,140,625	1,115,602	1,090,581	1,065,560	1,040,539	1,015,518
<b>TOTAL</b>	<b>1,190,891</b>	<b>1,165,647</b>	<b>1,140,625</b>	<b>1,115,602</b>	<b>1,090,581</b>	<b>1,065,560</b>	<b>1,040,539</b>	<b>1,015,518</b>

## EXPORTS.

\* For 1901, 1902.

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.
United Kingdom ...	163,953	10,855	2,400	...	11,505	156	82,420	16
Germany ...	...	...	...	...	...	...	...	...
Ceylon ...	18,151	20,754	18,644	24,343	16,981	23,367	18,746	16,391
Arabia ...	7,801	4,678	1,480	3,507	1,806	915	2,387	1,540
Aden ...	8,280	2,654	514	2,257	3,363	9,372	3,192	3,130
United States ...	...	...	...	...	...	...	...	...
South America ...	...	...	...	...	...	...	...	...
Turkey in Asia ...	940	162	...	282	613	290	971	245
Makives ...	1,485	954	1,114	942	1,990	1,059	492	374
Persia ...	1,558	394	138	1,174	418	1,105	972	375
Italy ...	475	...	...	...	...	...	...	...
East Africa } (British German } Portuguese } Other Ports }	522	357	372	683	725	1,646	1,873	213
Somali and Mohan...	103	...	...	...	...	...	68	5
Africa (South-West-German) ...	...	...	...	...	...	...	...	...
Austria ...	155	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...
Australia ...	5,344	14,466	...	...	...	...	...	...
Strait Settlements ...	...	...	...	...	...	372	5	16
Mauritius ...	...	...	...	...	...	...	...	...
China-Hong-Kong ...	409	...	...	...	...	2,063	...	...
Abyssinia ...	...	...	140	...	113	...	106	13
Russia in Europe ...	...	...	...	...	204	...	...	...
Egypt ...	...	...	...	...	...	...	...	...
Natal ...	...	...	...	...	...	...	...	...
Cape Colony ...	...	...	...	...	...	...	...	...
Rim ...	...	...	...	...	...	...	...	...
Madagascar ...	...	...	...	...	...	...	...	...
Other Countries ...	18	45	140	152	105	177	42	...
TOTAL ...	203,608	55,323	24,942	33,340	37,723	34,523	111,823	28,796

## SUGAR, OR CRYSTALLIZED, INCLUDING SUGARCANDY, &amp;C.

## EXPORTS.

1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-1900. cwt.	1900-1901. cwt.	1901-1902. cwt.	1902-1903. cwt.
106,550	15,206	1,101	28,474	75	1	2	75	47	4	...
...	2	...	...	...	...	...	...	1	...	...
26,317	33,048	27,555	23,164	27,451	28,263	22,631	11,731	5,224	6,879	...
1,749	2,500	4,599	1,298	1,019	1,123	1,223	1,351	3,025	1,146	...
4,521	3,553	2,259	2,375	2,943	9,327	2,012	1,383	2,015	1,005	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
2,006	1,089	1,882	1,820	2,032	2,228	2,426	1,301	2,938	2,233	...
456	466	492	512	369	59	362	108	78	148	...
2,169	1,853	1,018	983	1,828	2,243	1,861	2,231	2,678	1,651	...
...	...	...	...	...	...	...	...	...	...	...
1,883	1,477	1,477	1,009	1,906	3,197	2,762	2,805	848	1,065	...
...	...	...	...	...	...	...	110	56	...	...
...	...	...	...	...	...	...	241	158	448	...
...	...	...	...	...	...	...	8	22	...	...
107	118	98	99	116	51	112	155	100	87	...
...	...	...	...	...	...	...	...	265	...	...
...	...	...	...	...	...	...	...	2	...	...
...	...	...	...	...	...	...	...	8	...	...
526	...	...	...	1	...	...	...	...	...	...
500	...	...	1	...	...	...	...	...	...	...
98	67	70	2,304	3	2	66	250	133	83	...
29	36	46	23	17	23	17	12	67	5	...
...	...	...	...	1	2	...	2	4	526	...
134	97	263	258	...	150	84	139	107	208	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
12	32	13	19	8	28	...	4	35	9	...
3	19	52	104	44	49	35	33	21	21	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
14	13	...	...	...	...	...	...	...	2	...
...	22	86	20	16	...	3	23	20	8	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
146,946	60,179	41,934	62,963	37,887	41,255	39,886	22,286	17,560	15,607	...



## EXPORTS

COUNTRIES TO WHICH EXPORTED.	1883-84. gallons.	1884-85. gallons.	1885-86. gallons.	1886-87. gallons.	1887-88. gallons.	1888-89. gallons.	1889-90. gallons.
British Guiana	...	...	...	...	...	...	...
United Kingdom	719,181	855,083	779,368	680,087	679,614	860,658	885,361
Strait Settlements	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
France	177,444	236,941	121,941	176,000	169,405	802,705	119,226
Austria	65,989	204,206	229,446	120,407	25,855	107,393	76,134
United States	...	14,564	28,686	99,961	249,534	154,718	131,872
Italy	...	22,905	...	...	...	...	...
Algeria	...	35,040	...	...	...	...	...
Germany	...	3,407	...	...	1,547	46,003	74,785
Portugal	946	...	...	...	...	...	...
Cape of Good Hope	1,077	6,282	7,784	1,089	...	...	...
Aden	6,953	9,975	4,303	5,064	6,250	9,909	8,235
West Indies	...	...	...	...	...	...	...
Arabia	1,067	...	1,083	1,211	2,022	2,891	1,566
Siam	...	...	...	...	...	...	...
Natal	1,800	1,164	...	...	2,970	2,651	5,881
Ceylon	...	...	5,120	...	...	...	...
Madagascar	...	...	...	...	...	...	...
Mauritius	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...
Réunion	...	...	...	...	...	...	...
East Coast of Mozambique	...	...	...	...	...	...	...
Zanzibar (Other Ports)	928	...	...	...	948	1,030	1,736
South America	10,507	...	...	1,542	...	...	...
Peru	944	...	...	...	2,910	...	16,000
Belgium	...	...	...	...	7,502	...	...
Egypt	...	...	...	...	...	25,790	3,837
Cape Colony	...	...	...	...	...	4,046	...
Turkey in Europe	...	...	...	...	...	...	...
China (Hong Kong)	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Maldives	...	...	...	...	...	...	...
Mekran and Somniah	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...
Other Countries	1,078	2,234	3,444	1,452	2,074	1,590	1,493
TOTAL	988,614	1,533,587	1,170,177	1,009,804	1,203,660	1,625,910	1,869,536

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. lb.	1884-85. lb.	1885-86. lb.	1886-87. lb.	1887-88. lb.	1888-89. lb.	1889-90. lb.
United Kingdom	247,815	827,686	846,184	1,270,016	1,420,968	2,949,567	1,824,150
Germany	...	...	...	...	...	...	1,460
Belgium	...	...	...	...	...	...	...
Italy	26,800	218,139	...	...	...	...	...
Egypt	1,232	...	...	...	...	...	...
France	960	24	3,136	...	2,500	...	...
Hong Kong	22	...	...	...	...	...	...
United States	...	...	20	7,854	16,858	124,523	28,687
Ceylon	...	...	7,700	...	...	...	...
TOTAL	306,419	745,730	857,040	1,286,900	1,449,318	3,074,080	1,854,632

## EXPORTS.

	1892-93. gallons.	1893-94. gallons.	1894-95. gallons.	1895-96. gallons.	1896-97. gallons.	1897-98. gallons.	1898-99. gallons.	1899-1900. gallons.	1900-1901. gallons.	1901-1902. gallons.	1902-03. gallons.
1892-93.	882,775	485,428	608,691	427,682	269,883	378,524	397,643	570,191	587,286	843,953	406,822
1893-94.	40,713	2,568	778	109	193	1,184	200	330	3,180	1,457	16,005
1894-95.	101	622	136	17	138	15,756	62,200	63,091	1,470	1,392	16,005
1895-96.	85,737	15,174	169,325	40,099	2,523	62,200	1,184	37,414	23,876	21,807	77,448
1896-97.	22,131	10,837	45,618	40,099	640,651	315,738	582,321	696,196	405,987	889,861	15
1897-98.	791,086	823,122	1,429,141	640,651	315,738	582,321	696,196	405,987	889,861	15	454,586
1898-99.	...	...	...	...	...	...	...	...	...	...	...
1899-1900.	...	...	...	...	...	...	...	...	...	...	...
1900-1901.	...	...	...	...	...	...	...	...	...	...	...
1901-1902.	...	...	...	...	...	...	...	...	...	...	...
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.	...	...	...	...	...	...	...	...	...	...	...





## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	53,356	71,470	64,204	53,132	66,886	49,762	45,566
France ..	17,290	15,102	13,011	14,171	17,490	11,492	12,949
United States ..	4,496	5,524	3,000	5,445	8,229	5,078	5,191
Germany ..	21,134	25,082	20,737	28,113	21,250	25,123	25,918
Russia ..	67	1,008	5,196	446	1,563	2,106	1,800
Denmark ..	271	2,419	7,020	4,666	2,350	2,081	2,200
Turkey in Asia ..	3,417	2,419	2,020	7,745	2,841	3,073	4,118
Siam and Malacca ..	..	..	..	..	..	..	..
Aden ..	11	18	8	9	16	13	11
Gape of Good Hope ..	..	..	..	..	..	..	..
Ceylon ..	..	229	..	..	..	476	1,470
Africa (All) ..	..	..	..	..	..	..	..
Belgium ..	71	308	165	366	289	381	24
Turkey in Europe ..	86	330	70	161	222	30	47
Holland ..	..	105	50	..	..	..	..
Sweden ..	11,470	11,470	11,409	9,307	11,260	10,994	11,116
Austria ..	1,079	1,172	1,115	1,007	1,531	1,510	1,311
Italy ..	1,079	1,172	1,115	1,007	1,531	1,510	1,311
Malta ..	14,983	11,031	14,439	13,151	13,353	11,605	11,605
Spain ..	627	391	484	513	401	396	65
China—Hong-Kong ..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..
Greece ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Spain (excluding Gibraltar) ..	..	..	..	..	..	..	..
Straits Settlements ..	..	..	..	..	..	..	..
Mauritius ..	..	..	..	..	..	..	..
Other Countries ..	6	6	5	7	11	2	0
TOTAL ..	161,368	181,629	132,495	128,206	120,646	145,117	157,116

\*Excludes 1889-90.

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
United Kingdom ..	53,356	71,470	64,204	53,132	66,886	49,762	45,566
France ..	17,290	15,102	13,011	14,171	17,490	11,492	12,949
United States ..	4,496	5,524	3,000	5,445	8,229	5,078	5,191
Germany ..	21,134	25,082	20,737	28,113	21,250	25,123	25,918
Russia ..	67	1,008	5,196	446	1,563	2,106	1,800
Denmark ..	271	2,419	7,020	4,666	2,350	2,081	2,200
Turkey in Asia ..	3,417	2,419	2,020	7,745	2,841	3,073	4,118
Siam and Malacca ..	..	..	..	..	..	..	..
Aden ..	11	18	8	9	16	13	11
Gape of Good Hope ..	..	..	..	..	..	..	..
Ceylon ..	..	229	..	..	..	476	1,470
Africa (All) ..	..	..	..	..	..	..	..
Belgium ..	71	308	165	366	289	381	24
Turkey in Europe ..	86	330	70	161	222	30	47
Holland ..	..	105	50	..	..	..	..
Sweden ..	11,470	11,470	11,409	9,307	11,260	10,994	11,116
Austria ..	1,079	1,172	1,115	1,007	1,531	1,510	1,311
Italy ..	1,079	1,172	1,115	1,007	1,531	1,510	1,311
Malta ..	14,983	11,031	14,439	13,151	13,353	11,605	11,605
Spain ..	627	391	484	513	401	396	65
China—Hong-Kong ..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..
Greece ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Spain (excluding Gibraltar) ..	..	..	..	..	..	..	..
Straits Settlements ..	..	..	..	..	..	..	..
Mauritius ..	..	..	..	..	..	..	..
Other Countries ..	6	6	5	7	11	2	0
TOTAL ..	161,368	181,629	132,495	128,206	120,646	145,117	157,116

\*Excludes 1889-90.

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Canada ..	..	..	..	..	..	..	..
Denmark ..	..	..	..	..	..	..	..
United Kingdom ..	53,356	71,470	64,204	53,132	66,886	49,762	45,566
United States ..	4,496	5,524	3,000	5,445	8,229	5,078	5,191
Germany ..	21,134	25,082	20,737	28,113	21,250	25,123	25,918
France ..	17,290	15,102	13,011	14,171	17,490	11,492	12,949
Straits Settlements ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Turkey in Asia ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Spain (excluding Gibraltar) ..	..	..	..	..	..	..	..
Straits Settlements ..	..	..	..	..	..	..	..
Mauritius ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
TOTAL ..	..	..	..	..	..	..	..

## HULL

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Canada ..	..	..	..	..	..	..	..
Denmark ..	..	..	..	..	..	..	..
United Kingdom ..	53,356	71,470	64,204	53,132	66,886	49,762	45,566
United States ..	4,496	5,524	3,000	5,445	8,229	5,078	5,191
Germany ..	21,134	25,082	20,737	28,113	21,250	25,123	25,918
France ..	17,290	15,102	13,011	14,171	17,490	11,492	12,949
Straits Settlements ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Turkey in Asia ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Spain (excluding Gibraltar) ..	..	..	..	..	..	..	..
Straits Settlements ..	..	..	..	..	..	..	..
Mauritius ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
TOTAL ..	..	..	..	..	..	..	..

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.
Canada ..	..	..	..	..	..	..	..
Denmark ..	..	..	..	..	..	..	..
United Kingdom ..	53,356	71,470	64,204	53,132	66,886	49,762	45,566
United States ..	4,496	5,524	3,000	5,445	8,229	5,078	5,191
Germany ..	21,134	25,082	20,737	28,113	21,250	25,123	25,918
France ..	17,290	15,102	13,011	14,171	17,490	11,492	12,949
Straits Settlements ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Turkey in Asia ..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..
Spain (excluding Gibraltar) ..	..	..	..	..	..	..	..
Straits Settlements ..	..	..	..	..	..	..	..
Mauritius ..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..
TOTAL ..	..	..	..	..	..	..	..

## EXPORTS.

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## EXPORTS.

EXPORTS.																					
COUNTRIES TO WHICH EXPORTED.		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	1899-1900	1900-1901	1901-1902	1902-1903
		cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
United Kingdom	...	214,110	165,627	195,206	158,503	176,470	192,059	161,602	153,108	123,322	114,003	117,028	216,338	170,597	113,819	103,621	100,863	93,248	102,609	112,609	
China—	Hong-Kong	...	90,840	127,450	60,431	79,074	90,137	104,437	76,872	83,854	63,115	88,015	116,920	70,287	71,903	92,878	91,587	104,144	113,144	102,306	
	Treaty Ports	...	...	...	...	...	...	...	...	...	...	...	1,220	120	4,147	2,728	600	1,633	660	...	
United States	...	84,722	105,225	90,882	86,045	61,111	61,382	90,981	142,830	65,940	86,711	126,251	137,663	107,081	80,723	103,257	75,462	71,046	113,171	...	
Canada	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,607	...	...	...	...	...	
Java	...	...	...	228	...	...	...	...	3,059	1,542	...	...	...	...	...	9	15	...	9,160	...	
Straits Settlements	...	10,149	6,334	7,539	8,202	7,697	12,402	17,028	12,821	14,811	11,649	16,508	7,051	6,736	16,573	12,855	8,862	5,884	95	...	
Ceylon	...	1,199	271	376	492	841	531	532	950	1,045	2,878	2,330	2,408	4,162	6,396	11,391	8,133	6,814	8,519	...	
France	...	68,804	30,414	33,766	50,900	36,516	32,319	34,940	6,876	8,751	5,723	4,393	13,894	15,503	11,769	39,061	18,778	20,121	31,279	...	
Austria	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Germany	...	...	...	...	...	...	...	...	...	...	...	...	23,063	8,259	...	...	...	...	...	...	
Mauritius	...	12,612	8,238	1,759	6,053	8,618	9,108	21,400	31,345	33,437	32,358	23,379	20,333	20,992	23,610	24,085	27,117	30,641	17,374	...	
Réunion	...	6,640	5,014	...	...	...	3,203	6,171	5,580	...	2,203	866	...	549	600	...	...	...	...	...	
Australia	...	1,478	828	4,242	985	2,285	1,285	380	530	601	687	1,418	841	1,670	1,488	2,094	381	1,392	2,655	...	
Belgium	...	...	198	3,443	4,333	1,002	1,143	...	...	...	...	...	...	...	...	...	...	...	...	...	
West Indies	...	...	...	848	...	...	...	60	843	2,580	1,108	...	...	...	...	...	...	...	...	...	
Holland	...	...	400	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Italy	...	919	820	1,892	1,607	860	902	300	225	292	407	400	200	2,045	650	...	...	500	1,587	...	
Cape of Good Hope	...	...	151	...	541	163	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Arabia	...	...	102	633	645	445	416	185	157	393	330	377	600	611	743	170	171	380	596	412	
Egypt	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Natal	...	...	710	680	...	...	...	887	410	...	...	...	...	2	41	10	...	1,233	9,170	2,451	
Japan	...	...	...	...	...	...	108	197	104	1,891	7,722	6,395	4,847	4,935	3,025	10,857	5,118	...	202	137	
Cape Colony	...	...	...	...	...	...	217	18	121	406	338	119	171	178	146	261	155	181	...	...	
Abyssinia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...	...	
East Africa	...	...	...	...	...	...	180	...	30	82	22	34	24	24	19	22	18	13	4	41	
Aden	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Mekran and Somiani	...	...	...	...	...	...	...	...	1	36	77	7	...	11	26	...	...	...	...	...	
Persia	...	...	...	...	...	...	...	...	20	130	198	51	197	481	177	42	80	133	...	...	
Turkey in Asia	...	...	...	...	...	...	...	...	9	12	...	...	...	...	5	...	...	...	...	...	
Siam	...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	18	...	...	
Maldives	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1	...	...	...	...	
Other Countries	...	188	90	246	192	251	751	65	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL	...	491,668	451,019	402,174	397,579	386,396	420,508	429,229	443,531	321,933	332,986	421,769	528,452	417,786	365,256	397,385	346,368	354,401	410,622	...	

\* Exempted from XVII of 1897.

[30-3-1904.]

