

REPORT

OF

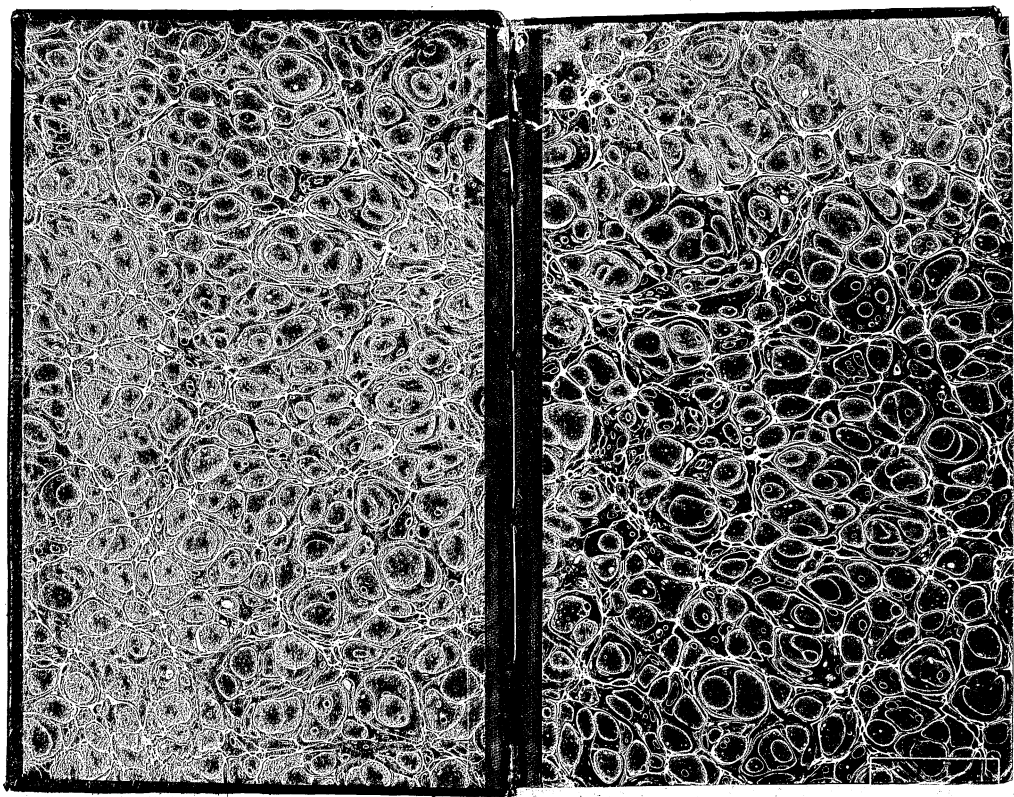
THE COMMITTEE

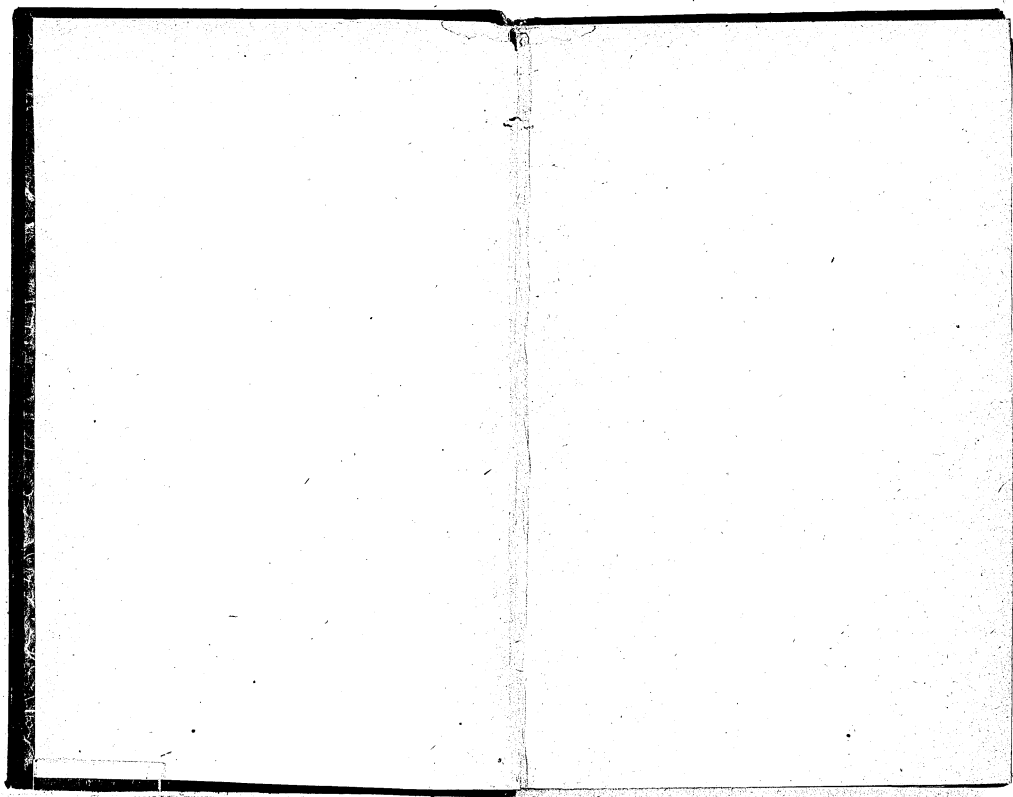
OF THE

BENGAL CHAMBER OF COMMERCE.

FOR THE YEAR 1916.

APPENDICES.





REPORT
OF
THE COMMITTEE
OF THE
BENGAL CHAMBER OF COMMERCE
FOR THE YEAR 1916.

APPENDICES.

Calcutta:
PRINTED AT THE CRITERION PRINTING WORKS,
8, JADSON LANE.

1917.

TABLE OF CONTENTS.

Calcutta Port Trust :—	<i>Page.</i>
Port boundaries	1
Port fees	2
Port rules	2 to 19
Rules for licensing and regulating cargo boats and flats	11
Rules for ascertaining tonnage of boats and flats	12 to 16
Rules for ascertaining the number of passengers, that passenger boats and flats are to carry	16 to 19
Health regulations for the port of Calcutta	19 to 27
Rules for regulating the towing of vessels by steam-tugs; the use of whistles or sirens; for regulating the number of cargo boats, &c., to lie alongside a vessel in the Decks; and the control of vessels entering the port with petroleum in bulk	27
Rules to regulate the action to be taken with respect to vessels entering or being in any port with persons suffering from dangerous and infectious diseases and with dead bodies on board	28 to 45
Destruction of food-stuffs unfit for human consumption	45
Fishing rules	45
Port approaches	45 & 46
Quarantine station at Diamond Harbour for vessels infected with yellow fever	46
Quarantine station at Chittagong for vessels infected with yellow fever	46 & 47
Rules for protection of inland steam-vessels by collision	47 to 52
Rules to regulate the navigation of inland steam-vessels in certain portions of Hooghly river	52 to 54
Rule to regulate the use of search-lights	54
Rules to regulate the importation and transport of explosives in the port of Calcutta	55 to 58
Rules for regulating importation, etc., of petroleum in Bengal	59 to 96
Rules regulating the carriage of petroleum in native passenger ships	90 to 98

Calcutta Port Trust:—(Contd.)

	Page.
Control of bulk-oil vessels in the port of Calcutta	98 & 99
Officers authorised to grant import license under section 5 of the Indian Petroleum Act, 1899	99
Form of certificate prescribed for possession, etc., of petroleum	100
Carbide of Calcium	101 & 102
Acetylene	103 & 104
Rules under Glanders and Farcy Act	105 to 111
River Dues	112
Special War Surtax on goods and shipping	113
Scale of rates to be charged on imports at the Jetties and Docks (Schedule A.)	114 to 119
Miscellaneous charges on imports	120 to 125
Scale of charges for landing, etc., petrol at the Moyapur dépôt	125
Scale of charges for landing explosives at Moyapur	125
Scale of charges on petroleum landed at Budge-Budge Petroleum Wharf	126 & 127
Bye-laws controlling landing or discharge of petroleum between Garden House and Cossipore	127 & 128
Scale of charges for storing duty-paid goods in the Jetty Warehouses	128
Scale of charges for edible grains landed at the Kidderpore Docks during famine	128
Scale of charges on the importation and delivery of sugar at the Docks and Jetties	129 & 130
Rates and conditions for bonding salt at the Kidderpore Docks	130
Scale of charges for landing and shipping salt from and to sea-going vessels	130
Scale of charges and wharf rent to be paid by exporters for shipping cargo at the Jetties & Docks (Schedule B.)	131 to 134
Removal, rent and other charges on general exports	134 & 135
Schedule of rates and charges on Inland Vessels' Wharves (Schedule C.) and other charges	136 to 140
Bye-laws made under Sections 126 and 127	141 to 150
Scale of charges for the use of Dry Docks	151 to 155
Guidance for masters and agents of vessels using Dry Docks	156
Graving Docks (Schedule H)	157 & 158
Towing and other charges	159
Scale of charges for licensing, registration and regulation of vessels plying for hire, &c.	160
Rules and charges re burst bales of jute and bales opened for examination at the Docks	161
Scale of charges for towing vessels in ballast by "Hefty," &c.	161

Calcutta Port Trust:—(Contd.)

	Page.
Scale of charges for services by tug steamers on Salvage work	162
Scale of charges for services by tug "Rescue"	162
Scale of charges for the recovery of anchors and chains	162
Charges on sweepings of grains, &c.	162
Schedule of charges on coal	163 & 164
Fees for quick loading and discharge of Inland Navigation Steam Vessels and Flats	164 & 165
Rent and charges on consignments at Kantapurkur sheds	165 & 166
Rates and charges on shut-out cargo	166 & 167
Scale of charges for cargoes of "put-back" steamers	167
Scale of charges on hides passed through Hide-Sheds and Docks rented to shippers	168
Rules for passing heavy loads over the Howrah Bridge	168
Bye-laws for safe and convenient use of the Bridge at night	169 & 170
Bye-law for the passage of ships, boats and vessels through the Bridge	170
Charges for removal and storage of duty-paid goods in the Fairlie and Dock Warehouses	170 & 171
Charges on tea at Tea-warehouse and Kidderpore Docks	171 to 173
Port-dues leviable on vessels entering the port	173
Hospital Dues	173
Marine Fees	174
Miscellaneous Marine Fees	174 & 175
Moorings Hire	175
Scale of charges for using moorings by launches	176
Tonnage scale for Pilots, 1916	176
Strength of the Bengal Pilot Service, 1916	176
Pilotage charges for Calcutta, 1916	177 to 185
Commercial fleet of Calcutta, 1892 to 1916	186
Exchange, Precious Metals, &c. :—	
Exchange, mail quotations 1915	189 to 191
Exchange, mail quotations 1916	192 to 194
Rates of Exchange, 1916	195 to 197
Prices of Rupee Paper, 1914 to 1916	198
Indian Government Loans, Rupee and Sterling 1915-16	199
Registered Debt in India and England, 1896-97 to 1915-16	200
Drawings of the Home Government, 1896-97 to 1915-16	201 & 202
Gold, world's production of, &c., 1892 to 1916	203
Gold imports and exports, 1896-97 to 1915-16	204 & 205

Exchange, Precious Metals, &c.—(Contd.)

Silver, world's production of, &c., 1896-97 to 1915-16	206
Silver imports and exports, 1896-97 to 1915-16	207
Indian Coinage, 1896-97 to 1915-16	208
Paper Currency and Reserve Coins 1892 to 1916	209
Trade of Bengal, &c.—	
Indigo, cultivation and production by provinces 1896-97 to 1915-16	213
Indigo, internal import trade of Calcutta, 1901-02 and 1915-16	214
Indigo, exports from Bengal, 1913-14 to 1915-16	215
Rice, internal import trade of Calcutta, 1901-02 to 1915-16	216
Jute, cultivation and production by provinces, 1897 to 1916	217
Jute, internal import trade of Calcutta, 1900-01 to 1915-16	218
Jute, exports from Bengal, 1913-14 to 1915-16	219
Jute, clearances from Calcutta and Chittagong by countries, 1911-12 to 1915-16	220 & 221
Jute, clearances from Calcutta and Chittagong to all ports, 1891-92 to 1915-16	222
Tea, cultivation by provinces, 1897 to 1916	223
Tea, Production by provinces, 1897 to 1916	224
Tea, internal import trade of Calcutta, 1900-01 to 1915-16	225
Tea, exports from Bengal, 1913-14 to 1915-16	226 & 228
Tea, exports from India, 1891-92 to 1915-16	228
Tea, movements in London, monthly, during 1915 and 1916	229
Bengal Opium, sales of, 1892 to 1916	230
Bengal opium, monthly sales during 1915 & 1916	231
Salt, importations with annual average prices, 25 years, 1891-92 to 1915-16	232
Price of salt, 20 years, 1896 to 1915	233
Price of rice, 20 years, 1896 to 1915	234
Price of wheat, 20 years, 1896 to 1915	235
Wheat and linseed, exports, freight, price, etc., 1915 and 1916	236
Railway freight on Wheat and Linseed, Calcutta to Howrah 1897 to 1916	237
Rates of freight from Calcutta to London and Liverpool of certain staples 1915 and 1916	238 to 241
Foreign trade of Bengal Presidency and Calcutta, imports and exports of merchandise and treasure, for 5 years, 1911-12 to 1915-16	242
Foreign trade of Bengal Presidency and Calcutta imports and exports of Government stores and treasure, for 5 years, 1911-12 to 1915-16	242

Page.

Trade of Bengal, &c.—(Contd.)

Shipping trade of Bengal, number and tonnage of steamers and sailing vessels entered and cleared for 10 years, 1906-1907 to 1915-16	245
Shipping trade of Calcutta, number and tonnage of steamers and sailing vessels entered and cleared, for 10 years, 1906-1907 to 1915-16	244
Average prices of staple trade commodities in Calcutta and London, 20 years, 1896 to 1915	245
Average monthly wages of able-bodied agricultural labourers, 1899 to 1915	246
Foreign trade of Bengal, imports, foreign merchandise, 1913-14 to 1915-16	247 to 256
Foreign trade of Bengal, exports, Indian produce and manufactures, 1913-14 to 1915-16	257 to 264
Coasting trade of Calcutta, imports, foreign merchandise, 1913-1914 to 1915-1916	265 & 266
Coasting trade of Calcutta, imports, Indian produce and manufactures, 1913-14 to 1915-16	267 to 269
Coasting trade of Calcutta, exports, foreign merchandise, 1913-14 to 1915-16	270 & 271
Coasting trade of Calcutta, exports, Indian produce and manufactures, 1913-14 to 1915-16	272 to 275
Coasting trade of Bengal (by ports), imports, foreign merchandise, 1914-15 and 1915-16	276 to 289
Coasting trade of Bengal (by ports), imports, Indian produce and manufactures, 1914-15 and 1915-16	290 to 314
Coasting trade of Bengal (by ports), exports, foreign merchandise, 1914-15 and 1915-16	315 to 332
Coasting trade of Bengal (by ports), exports, Indian produce and manufactures, 1914-15 and 1915-16	333 to 359
Internal trade of Calcutta, imports, 1913-14 to 1915-1916	360 & 361
Internal trade of Calcutta, exports, 1913-1914 to 1915-1916	362 & 363
Trade of India—	
Mineral production in British India from 1896 to 1915	364 & 365
Coal production in India by provinces during 20 years, from 1897 to 1916	366
Coal imports into British India by provinces during 20 years, from 1896-97 to 1915-16	367
Coal exports from British India by provinces during 20 years, from 1896-97 to 1915-16	368
Bombay cotton goods trade, exports from Bombay port, 1912-13 to 1915-16	369
Railway mileage, 25 years, 1891-92 to 1915-16 and Indian imports and exports of merchandise and treasure (private) 25 years, 1891-92 to 1915-16	370

Page.

Trade of India:—(Concluded)

	Page.
Indian imports and exports of Government stores and treasure, 25 years, 1891-92 to 1915-16	371
Indian imports and exports of merchandise for each presidency and provinces, 1911-12 to 1915-16	372
Trade balance, statement of, for 20 years, 1896-97 to 1915-16	373
Shipping trade, number and tonnage of steamers, with cargoes and in ballast, from and to foreign countries at ports in British India, from 1913-14 to 1915-16	374
Shipping trade, number and tonnage of sailing vessels, with cargoes and in ballast, from and to foreign countries at ports in British India, from 1913-14 to 1915-16	375
Trade of British India, for 20 years—Imports:— (1896-97 to 1915-16).—	
Betelnuts	378 & 379
Cloves	378 & 379
Pepper	378 & 379
Sugar (unrefined)	380 & 381
Sugar (refined)	380 & 381
Tea (Black and Green)	382 & 383
Copper, unwrought (tiles, ingots, cakes and bricks)	382 & 383
Copper, wrought (Lametta)	384 & 385
Yellow metal for sheathing	384 & 385
Iron, cast (pig)	386 & 387
Iron, wrought (bar)	386 & 387
Iron, angle, bolt, rod	388 & 389
Iron, sheets and plates (including tinned plates)	388 & 389
Iron, galvanized (other than wire)	390 & 391
Lead, unwrought (pig)	390 & 391
Lead, wrought (other sorts)	390 & 391
Lead, sheets, pipes, and tubes	390 & 391
Tin, unwrought (blocks)	392 & 393
Tin, wrought (including plates or sheets, not tinned iron)	392 & 393
Spelter or Zinc, unwrought	394 & 395
Spelter or Zinc, wrought or manufactured	394 & 395
Kerosene in gallons	394 & 395
Coal	396 & 397
Cotton, raw	396 & 397
Cotton, twist and yarn	398 & 399
Cotton piece-goods, grey (unbleached)	398 & 399
Cotton piece-goods, white (bleached)	400 & 401
Cotton piece-goods, coloured, printed or dyed	400 & 401
Cotton handkerchiefs and shawls	402 & 403
Cotton thread, sewing	402 & 403
Silk, raw	404 & 405
Silk, piece-goods	404 & 405

Trade of British India, for 20 years—Imports:—
(1896-97 to 1915-16).—(Concluded.)

	Page.
Silk mixed with other materials	406 & 407
Wool, raw	406 & 407
Wool, piece-goods	408 & 409
Wool, shawls	408 & 409
Paper, printing	410 & 411
Matches, lucifer and other sorts	410 & 411
Umbrellas	412 & 413

Trade of British India, for 20 years—Exports:—
(1896-97 to 1915-16).

Cotton, raw	414 & 415
Cotton, twist and yarn	416 & 417
Cotton, piece-goods (grey unbleached)	418 & 419
Cotton, piece-goods, coloured, printed or dyed	420 & 421
Jute, raw	422 & 423
Jute, gunny-bags	424 & 425
Jute, gunny-cloths	426 & 427
Silk, raw	426 & 427
Silk, chussam or waste	426 & 427
Silk, piece-goods	428 & 429
Wool, shawls	428 & 429
Wool, piece-goods	430 & 431
Wheat	432 & 433
Rice (in the husk)	434 & 435
Rice (not in the husk)	436 & 437
Linseed	438 & 439
Rapeseed	438 & 439
Til or Ginja seed	440 & 441
Sugar, (15 Dutch standard and below)	440 & 441
Sugar, (15 Dutch standard and above)	442 & 443
Tea (Black and Green)	444 & 445
Tobacco, unmanufactured	444 & 445
Cocount oil	446 & 447
Chinchona bark	446 & 447
Castor oil	448 & 449
Indigo	450 & 451
Hides, raw	450 & 451
Saltpetre	452 & 453

PORT TRUST.

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 pursuance 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 Ghat to a point on the opposite side at Ghosscry.

On the South.—A line drawn from a masonry pillar placed at the mouth of the Budge-Budge Khal 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 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 Petroleum 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 *Gazette of India* of the 5th 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.

* Provided also that inland vessels, of whatever burthen, already within the port shall, subject to the bye-laws framed by the Commissioners in that behalf under sections 6 & 13 of the Howrah Bridge Act, IX (B. C.) of 1871, and issued under Government of Bengal Notification No. 86, Marine of 4th August 1906, be allowed, without the special permission of the Commissioners to avail themselves of such openings of the Howrah Bridge as are made between dark and day-break.

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.

PORT RULES.

NOTIFICATION No. 144—MARINE.

The 30th November 1908.—Under the powers conferred upon him by section 6, sub-section (1) of the Indian Ports Act, 1889, the Lieutenant-Governor is pleased to make the following amendments in the rules for the port of Calcutta which were made under that section, and were issued under the notification of this Government, No. 96 Marine, dated the 5th October 1894.

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 1890.

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 "day-break" shall be held to mean half an-hour before sunrise, and the word "dark" to mean half an-hour after sunset.

4. (1) 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 day-break, 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.

* No. 32 Mnc of 23-4-1907.

4. (2) Vessels of the burthen of under 200 tons may move from one place to another within the port between dark and day-break:—

Provided that—

(a) they carry lights as described in Notification No. 116 Mnc. of 10th November 1910; and

(b) they do not move between Panchpara and Takia Ghat on the flood tide, unless in tow of a steamer or steam-launch duly exempted under sub-rule (1).

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 Chandrahal 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 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 using their own steam-power, when 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.

* With reference to Port Rule No. 6, the following instruction for the guidance of Assistant Harbour Masters is published for general information:—

* Assistant Harbour Masters are forbidden, without a special order from the Harbour Master's Office to turn outward bound vessels until they are below the Lower Police Band buoy.

9. All vessels anchored or moored in the stream within the port shall exhibit, between dark and day-break, 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, upcountry and passengers' 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 200 yards to be kept port, and also free passages to piers, jetties, landings, wharves, quays, docks and moorings; and all vessels shall move when ordered to clear such channel or passage.

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

12. Vessels entering the port at neap tides during the freshets are permitted to proceed above Garden House at the port at any 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 the 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 Ahaceretollah on the north.

15. Special permission may be given by the Commissioners to ferry steamers to move in the port, otherwise than as 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 vessels 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.

* 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.

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.

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 vessels have no spare hawse pipe, the towing hawse is to be bent on over all in lieu of the chain cable.

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 stem fastenings during spring tides, when bobs are expected, have their best hawsers passed from each quarter pipe abaft the main mast, and made fast to the stern moorings, if possible; otherwise to their own chains close to the moorings, and hove taut with sufficient strain to relieve the jerk on the chains and bits when the bobs 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 take 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 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 must ropes 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 day signal No. X, consisting of a double triangle joined together vertex to vertex with a vertical bar below and in vertical line with the double triangle will be hoisted during daylight from the flagstaff on the roof of the Commissioners' office, Kolighat, another similar signal from the clock tower at the entrance to the Kidderpore Docks, and another on the flagstaff on the Assistant Harbour Master's house at Dudge-Dudge. During the night, under similar circumstances two red lights with a white light between them, all in a vertical line, will be exhibited from the same flagstaffs. When these signals are displayed, masters of vessels shall immediately

* No. 71 Mnc. of 19-6-1916.

take every precaution in their power to make their vessels snug and secure, by having awnings furled, and the lower and top sailyards counter-braced or pointed to the wind, as seems best. Heavy hawsers shall be bent to both bower anchors ready for use.

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 burthen 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 steerage way. No river steamer shall pass through the opening with more than two vessels in tow.

Exceptions.—Tug and river steamers, when not towing or propelling other vessels, may drop through the bridge opening, under steam head to tide.

River flats may be dropped or warped at slack water through the ship opening or through the 60 feet openings.

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

* All steam-launches proceeding upwards through the Howrah Bridge shall pass through one of the openings east of the centre of the bridge; and launches passing downwards through the bridge shall pass through one of the openings west of the centre of the bridge.

35. No steam vessels shall have in tow more than two cargo boats to be towed through the 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 openings of the Howrah Bridge unless such vessel is propelled or towed by steam against the tide.

* No. 72 Mnc. of 30-6-1911.

Vessels going through bridge to sound whistle.

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

37. (a) No steam-vessel, within port limits, shall sound her whistle or siren when lying at moorings, at a ghaut 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 at the fore 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 day-break 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 at anchor shall first put their awnings, get their 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 ports shall adopt sufficient precautions and arrangements to prevent injury to persons or goods through the discharge of steam from any part of the vessel.

*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 Port 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.

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 aft) 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.

46. No boats are to go alongside of any vessel for the purpose of embarking or disembarking passengers until the vessel is reported to be moored and the engines finished with. The Port Police will satisfy themselves that such is the case before the boats are allowed alongside.

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

47. No master or officer for the time being in charge of or doing duty on board any vessel shall, on and from the 1st day of April to the 31st day of October, inclusive, employ, or cause to be employed, any European seaman or apprentice in cleaning or painting between the hours of 9 A.M. and 4 P.M., necessitating the direct exposure of such seaman or apprentice to the rays of the sun.

* From the 1st day of April to the 31st day of October, inclusive double awnings and side screens, to be fitted over all exposed iron and steel decks and ship's sides in the way of all crew spaces.

Double awnings and side screens to be also fitted, so as to protect the officers working at the hatch ways. Such double awnings and side screens are required between the hours of 7 A.M. and 5 P.M.

48. No vessel of more than 10 tons burthen shall, without such license as hereinafter is mentioned, affoot within the port without having on board thereof a crew of not less than the number set forth in the first schedule hereto.

49. Whenever it shall appear to the Commissioners that any vessel may, without danger to other vessels, be allowed without such crew as is set forth in the first schedule hereto being maintained thereon, it shall be lawful to the Commissioners, if they shall think fit, to grant under their hand a license in the Form A in the second schedule hereto, which license may be made determinable on the breach of any conditions therein contained; and during the continuance of such license the provisions of Rule 45 shall not apply to such vessel.

50. It shall be lawful for the Commissioners by any writing under 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 been granted.

51. Whenever it shall appear to the Commissioners that any power to make order with respect to persons of port creek, river, or dock is so situated that vessels without any crew therein may remain afloat in such creek, river, or dock without danger to any vessels in any part of the port, it shall be lawful for the Commissioners to make an order in the Form C in the second schedule hereto, and from time to time, if they shall think fit, to revoke or amend such order provided always that every such order, amendment and revocation shall be published in the *Calcutta Gazette*, and that no such order, amendment and revocation shall have any force or effect until it shall have been so published.

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.

53. On the occurrence of a case of cholera, small-pox or other dangerously communicable disease on board any vessel lying in the port, the master shall, as early as possible, send the affected person to hospital, and shall cause the flag R to be hoisted at the fore as a signal to the Health Officer of the port, and such signal shall not be lowered until such Health Officer has visited the vessel.

On the occurrence of a case of cholera, small-pox, or other dangerously communicable disease on board any cargo-boat or flat the Master or person for the time being in charge of such boat or flat shall not move her from the place where she was at the time the disease appeared, but shall with the assistance of the police, segregate her until she is disinfected and her crew examined and, if necessary, vaccinated.

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.

55. If by reason of the prevalence of any dangerously communicable disease on board any vessel, the Health Officer and one other Medical Officer in the service of the Government at Calcutta

*P. W. D. Notification of 12th July 1890.

jointly consider it absolutely necessary for the safety of the crews of other vessels that such vessel should be segregated, the Health Officer shall furnish the master with a certificate to that effect. The Master shall, on receipt of such certificate, forthwith give notice accordingly to the Harbour Master, and the vessel shall be removed to Motteenbrooj, or such other place as the Commissioners may direct.

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.

Rules for licensing and regulating of cargo boats and flats.

57. No cargo boat or flat of any description shall ply, whether regularly or only occasionally in, or partly within and partly without, the limits of the port unless licensed and registered by the Commissioners. No licensed and registered cargo boat or flat shall be allowed to ply except under the direction of a *manjhee*, *serang* or other officer licensed and registered by the Commissioners.

58. Every application for licensing and registration of cargo boats or flats shall be made in writing to the Commissioners, and shall contain particulars of the owner's name and residence, and the tonnage of the boat or flat, and, in the event of the owner not residing in Calcutta, the name and address of the agent duly authorized to act for him.

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.

60. No license shall be granted to any cargo boat or flat until such boat or flat has been surveyed by the Boat Surveyor of the Commissioners and he has granted a certificate stating—

- (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, as ascertained by the following rules;
- (c) the free board of the boat or flat when fully loaded;
- (d) the number of crew required for the safe navigation of such boat or flat, according to the annexed scale; and
- (e) the lights to be exhibited between dark and day-break.

N. B.—Rules 53 to 56 are superseded by Health Regulations for the port of Calcutta (1st No. 25 Mo. of 15-2-1916.)

Rules for ascertaining tonnage of boats and flats.

Length.—Measure the length from the inside stem to the 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 of floor ceiling plank.

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

in the case of boats and flats of class I—

by .009 for flush-decked, square-built and open cargo boats and flats;

by .008 for bazar boats when the brake forward and aft does not exceed 9 inches;

by .007 for bazar boats when the brake forward and aft exceeds 9 inches;

and in the case of boats and flats of class II—

by .009 for open country boats known as jolly boats and powcoos;

by .0064 for open country boats, such as pansways, blurs, dinghies and blowleais;

by .0083 for open country boats known as hollahs;

by .008 for blurs whose length does not exceed three times the breadth;

by .0063 for open country boats known as chotes.

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

The foregoing formulae 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 Merchant Shipping Act, provided that the Boat Surveyor of the Commissioners may measure boats or flats of class I of any size under the Merchant Shipping Act, when the owners show that the measurements made according to the above formulae are inaccurate or oppressive.

Having ascertained the tonnage of a boat or flat by the foregoing formulae, the Boat Surveyor of the Commissioners shall, by a conspicuous mark on the side of the boat or flat, indicate for every boat or flat exceeding 10 tons the freeboard or greatest depth to which she may be immersed when loaded.

Table of freeboard for cargo boats and flats other than steamers.

Moulded depth of boat or flat 5'-6" 6'-0" 6'-6" 7'-0" 7'-6" 8'-0" 8'-6" 9'-0" 9'-6" 10'-0" 10'-6" 11'-0" 11'-6" 12'-0" 12'-6" 13'-0" 13'-6"

Length in feet of boat or flat 55' 60' 65' 70' 75' 80' 85' 90' 95' 100' 105' 110' 115' 120' 125' 130' 135' 140'.

Freeboard in inches for decked boats or flats of iron and steel 8½" 9½" 10½" 11½" 12½" 13½" 14½" 15½" 16½" 17½" 18½" 19½" 21½" 23½" 25½" 26½" 27½"

For open boats or flats of iron and steel 11½" 12½" 14" 15½" 16½" 18" 19½" 22" 23½" 24½" 26" 28" 30" 31½" 33½" 35½" 36½"

Correction in inches for change of 10 ft. in length ¼" ½" ¾" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1"

For all classes of wooden boats and flats, both square-built and country-built, also composite boats and flats, 3 inches for every foot depth of hold up to 10 feet.

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

CLASS I.—Square-built open or decked cargo boats.

Boats not more than 15 tons; 4 men, including manjhee.

Above 15 and not above 20 " 5 " " "

" 20 " " 30 " 6 " " "

" 30 " " 40 " 7 " " "

" 40 " " 50 " 8 " " "

above 50 " 9 " " "

Flats and cargo boats in two, half the above number.

CLASS II.—Dhingi-built blurs and open country boats.

For boats not exceeding 20 tons; 4 men, including manjhee.

" 20 " " 30 " 5 " " "

" 30 " " 40 " 6 " " "

" 40 " " 50 " 7 " " "

above 50 " 8 " " "

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 manjhee, serang or officer in charge of any licensed boat or flat, shall not permit such boat or flat to be loaded so as to submerge the mark indicating the load water line 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 manjhee, 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 ghat.

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. Any vessel 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 cabin or fireplaces, 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 anytime, 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 manjhee, 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 manjhee, 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 manjhee 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 and flat, when plying, shall have its license on board, and it shall be produced when required, and shall be delivered up on the expiration or other determination of the license.

74. Every registered manjhee, 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 manjhee, serang or officer when in charge of a licensed cargo boat or flat, shall wear his ticket exposed to view. No manjhee, serang or officer without such ticket shall be in charge of any licensed cargo boat or flat.

75. Whenever the number of any manjhee, serang or officer's license ticket shall become obliterated or defaced, so that the same shall not be distinctly legible, and also when any manjhee, serang or officer's license ticket shall have been lost or mislaid, the manjhee, 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 100 of Act III of 1890, deliver to the manjhee, serang or officer a new license ticket.

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

77. No manjhee, 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 manjhee 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 a 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.

81. No passenger boat or flat shall ply whether regularly or only occasionally in or partly within and partly without, the limits of the port unless licensed and registered by the 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 passenger boat or flat shall be made in writing to the Commissioners and shall contain particulars of the owners' 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 passenger boat or flat until such vessel has been surveyed by the Boat Surveyor of the Commissioners and he has 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; and
- (d) the lights to be exhibited between dark and day-break.

Crew required for navigation.

Boat to carry not more than 10 passengers; 2 men, including manjho,	
" " 15 " 4 " "	
" " 20 " 5 " "	
" " 25 " 6 " "	
" " 30 " 7 " "	
" " 35 " 8 " "	

Flats and passenger boats in tow, 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 that passenger boats and flats are to carry.

Divide the superficial area in square feet 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.

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

A passenger licence entitles a vessel to carry cargo without a cargo licence 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 manjho, 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 provisions 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 passenger boat or flat 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 passenger boat or flat shall obstruct the free navigation of the port or the approaches to wharves, jetties or landing-stages, or shall occupy the portions of the bank set aside for bathing ghats.

90. The Commissioners may, if they think fit, at any time order any passenger boat or flat 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 applications for the issue of a license.

91. Whenever any accident occurs to a registered passenger boat or flat, 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 passenger boat or flat unclaimed, the property so left shall be as once sent by the person in charge to the Deputy Commissioner, 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 passenger boat or flat plying for hire for passengers in the port shall, without good reason, refuse to carry a passenger in such vessel.

94. Every licensed passenger boat or flat 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 passenger boat or flat.

96. Whenever the number of any license-ticket becomes obliterated or defaced so that it is not distinctly legible, and also when any license-ticket is 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 Bengal Act III of 1880, 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 manjhee, 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 passenger-boat or flat plying for hire for passenger traffic within the limits of the port shall use, 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.	Officers 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	7½	1
For every additional 100 tons ...	2	1	...

SECOND SCHEDULE (referred to in Rules 49, 50 and 51.)

FORM A.

Port of Calcutta.

I,
 Commissioners, do hereby license the (ship)
 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,
 Commissioners, do hereby revoke all license to the (ship)
 to remain in port without a crew therein.

FORM C.

Port of Calcutta.

I,
 Commissioners, do hereby order that vessels lying in 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.

HEALTH REGULATIONS FOR THE PORT OF CALCUTTA.

Supplementary Rules issued under Marine Notification No. 126 of 20th October 1914.*

Vessels arriving at the Port of Calcutta.

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

2. The Master or Medical Officers, if any, of any incoming vessel shall without delay make a signed declaration in Form A to the Pilot as to the absence or presence of infectious disease or suspected infectious disease on board. The Pilot shall telegraph to the Port Health Officer, Health Officer to Calcutta, from the nearest telegraph station the name of the particular disease, the number of cases on board, and the number of deaths, if any, from infectious disease or other suspicious causes that may have occurred during voyage.

* No. 25 Marine of 15th February 1916.

3. The Pilot of any Pilgrim or Emigrant vessel, or any vessel which has been declared by the Master or Medical Officer to be infected with plague or rat plague, or a vessel on which more than two cases of or deaths from sleeping sickness, jigger or typhus, have occurred, shall also telegraph to the Port Health Officer, Calcutta, and shall anchor the vessel at Diamond Harbour for inspection and grant of pratique, and shall not proceed up the river in the vessel without the permission of the Health Officer. The vessel, passengers and crew and their personal effects shall be dealt with according to the rules issued under Marine Department Notification No. 126 of the 20th October 1914.

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

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

(a) But if the number of cases of these diseases exceeds ten, the Port Health Officer at Calcutta shall be informed, and the vessel shall be detained at Diamond Harbour under the procedure indicated in rule 5 and shall be dealt with as the circumstances demand.

6. The Pilot of a vessel which has, within a period of two months immediately preceding its arrival, started from, or touched *en route* at a port infected with yellow fever, or communicated (except orally without contact, or by signal) with a vessel, either infected or which has left an infected port within that period, shall anchor the vessel in Kalpi Anchorage, or if the weather is unfavourable at Diamond Harbour Anchorage, not less than half a mile from land at low water, for inspection and grant of pratique and shall not proceed up in the vessel without the permission of the Health Officer. The vessel, passengers and crew and their personal effects will be dealt with according to the rules issued under Marine Department Notification No. 126 Marine, dated the 20th October 1914.

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

(a) If, however, any vessel brought up under this rule is subsequently found to come under one of the classes, specified in rules 3, 4, 5a and 6, the Health Officer may direct that she be taken back to Diamond Harbour.

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

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

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

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

Vessel lying in the Port of Calcutta.

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

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

11. The Master or Medical Officer, if any, shall afford such true and full information as to the occurrence of the disease as the Health Officer may require, and shall

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

Infectious disease on inland vessels. 12. On the occurrence of a case of one of the diseases specified in rule 10—

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

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

13. Should the Health Officer consider it necessary, the Deputy Police-guard for any infected vessel, whether she be lying at Mettenbroog on arrival or in the port proper.

Cleanliness of vessels. 14. The Master of every vessel is responsible for seeing that his vessel is kept in a clean and sanitary condition. Ships' privies may be used in the stream and at the jetties, but not in the docks. When the flushing system is disarranged, provision must be made for handflushing (hub and tin) each time the privy is used; otherwise the privies should be kept locked and use made of over-side privies.

Removal of ashes and refuse. 15. The Master of every vessel in the stream, or in the docks, is responsible for seeing that ashes and galley refuse are not allowed to accumulate or remain for more than 48 hours. Any failure of the conservancy system as affecting ships should at once be reported to the Port Health Officer.

Disposal of dead bodies.

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

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

* Bengal Government Notifications Nos. 16-Marine, dated 25th March 1907, 78-Marine, dated 12th July 1908, 130-Marine, dated 17th November 1908, and 103-Marine, dated 17th October 1911—viz. Appendix C.

day, the Pilot shall telegraph particulars to the Port Health Officer who in turn shall inform the police. The body shall be kept on board until the Health Officer has determined the nature of the disease and has made arrangements, through the police, if necessary, for its removal.

18. If a death occurs from any cause on board a vessel within port-limits, i.e., between Badgo-Budge and Cossipore, during the day, the ensign and house flag, if there is one, are to be immediately lowered half-mast and kept in such position from sunrise to sunset as long as the body remains on board; at night one red light is to be hoisted at the peak half-mast. The occurrence of death shall be reported immediately to the Port Health Officer, who shall arrange for the disposal of the body as here-in provided.

Certificate as to cause of death. 19. On the occurrence of a death on a vessel the Port Health Officer should be informed immediately. If the vessel carries a medical officer that officer shall certify as to the cause of death. If there is no medical officer, the above certificate shall be given by the Port Health Officer.

Post-mortem examination. 20. When the Medical Officer of the ship or the Port Health Officer is unable for any reason to give a certificate as to the cause of death, the police shall be immediately informed by the Medical Officer or the Port Health Officer, as the case may be, and asked to arrange for a post-mortem examination.

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

Certificate of cause of death necessary prior to removal of body. 22. A dead body shall not be removed from the vessel until the certificate prescribed in rule 19 has been granted by the officer responsible for the same.

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

Accidents.

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

Cleanliness of Inland Craft.

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

APPENDIX A.

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

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

APPENDIX B.

FORM A.

(Referred to in Rule 2.)

I, _____ Master of S.S. _____, Pilot,
do hereby declare in presence of _____, _____, _____
that—

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

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

(Signature).

Dated _____

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

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

APPENDIX C.

Rules for the protection of passengers in river steamers against the spread of plague and other dangerous epidemic disease by persons travelling in such steamers, issued by the Government of Bengal under sections 51 and 51A of the Inland Steam Vessels Act 1884.

[Notification No. 16 Marine, dated the 5th March 1907.]

[Notification No. 78 Marine, dated the 13th July 1908.]

[Notification No. 136 Marine, dated the 17th November 1908.]

[Notification No. 103 Marine, dated the 17th October 1911.]

RULES.

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

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

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

(2) When such ghât is not at the head-quarters of a subdivision or district, the report mentioned in sub-clause (c) of clause (1) shall be sent by the Medical Officer of the steamer, or Master or scrang, as the case may be, by the most expeditious means available, to the next head-quarters of a subdivision or district at which the steamer will touch.

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

3. If, when the case occurs, the steamer is lying at a ghât at the head-quarters of a subdivision or district, or, otherwise, when the steamer has reached the nearest ghât which is at such headquarters, the Master or serang shall not move the steamer therefrom until permission has been given by the District or Subdivisional Magistrate, or by the Medical Officer under rule 8.

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

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

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

5. Where no such hospital is available and no such arrangement can be made, the patient shall not be allowed to land, but the Medical Officer deputed under rule 3 shall take steps to ensure the proper segregation of the patient on the steamer and to satisfy himself that every possible precaution has been taken to prevent the spread of the disease.

6. The Medical Officer deputed under rule 3 shall in all cases cause the deck, cabin, latrine, and any other part of the steamer where the patient has been, to be thoroughly washed down with a strong solution of cyllin, and all utensils which have been used by the patient, to be disinfected.

7. (1) In case of death, the body of the patient shall be wrapped in a cloth soaked in a strong solution of cyllin and made over to his friends, or, where he is without friends, to the police, who shall arrange for its disposal.

(2) If they have not already been disinfected as directed in rule 1 (a), the clothes of the diseased (except those in his baggage), his bedding and all food in his possession shall be burnt, unless orders to the contrary are passed by the Medical Officer.

8. The Medical Officer deputed under rule 3 shall ascertain the names and addresses of all members of the party accompanying the patient, and shall report them through the Magistrate to the Magistrate of the district to which they are proceeding.

9. When the orders contained in these rules have been complied with, and the Medical Officer deputed under rule 3 is satisfied that there is no reason further to detain the steamer, he may give permission to the Master or serang to proceed on the journey.

10. The owner of every steamer shall be bound to keep on board each steamer one gallon of cyllin.

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

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

The 16th September 1895.

No. 124 Marine.—It is hereby notified that in exercise of the powers conferred on him by section 6, sub-section (1), clause (1), of the Indian Ports Act, 1889, as amended by Act V of 1891, the Lieutenant-Governor has been pleased to make the following rule for regulating the towing of vessels by steam-tugs in the port of Calcutta:—

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.

The 15th August 1898.

No. 123 Marine.—In accordance with the provisions of section 6 (1) (m) of the Indian Ports Act X of 1889, the Lieutenant-Governor of Bengal is pleased to make the following rule to regulate the use of signals by steam whistle by vessels in the port of Calcutta:—

Use of Whistles or Sirens.

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

The 6th September 1898.

No. 131 Marine.—In exercise of the powers conferred by section 6 sub-section (1), clauses (f), (g) and (h) of the Indian Ports Act, 1886, the Lieutenant-Governor has been pleased to make the following rule for regulating the number of cargo boats, barges, flats or any other craft to lie alongside a vessel in the Kidderpore Docks:—

The person in charge of any cargo boat, barge, flat or any other craft within the Kidderpore Docks, or in the entrances to the same, shall remove his craft to any other place, within the Docks or the entrances when called upon to do so by any person authorised by the Commissioners of the port of Calcutta to regulate traffic.

GENERAL HEALTH REGULATIONS FOR INDIAN PORTS.

Notification No. 125 Marine, the 30th October 1914.—The following revised Notification is published on pages 1936 to 1948, Part I, of the *Calcutta Gazette* of the 21st October 1914.

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

A. C. J. DE LOTBINIERE, Lt.-COL., R.E.

Offg. Secy. to the Govt. of Bengal.

PART I—DEFINITIONS.

1. In these regulations—

- (1) "Health Officer" means any person appointed by Government either by name or by virtue of his office, to be Health Officer of a port, and includes an additional or Assistant Port Health Officer and any officer appointed by Government, either by name or by virtue of his office, to perform any of the duties of a Health Officer of a port;
- (2) (a) Except as provided in clause 1 (3) "healthy vessel" means a vessel which, even though coming from an infected port, has not had on board any death from unknown or suspicious cause, or any person suffering, or suspected to be suffering, from any of the diseases enumerated in the preamble or any unusual mortality amongst rats either at the time of departure, or during the voyage from the last port of call, or on arrival;
- (b) "infected vessel" means a vessel which has on board one or more cases of any of the diseases enumerated in the preamble, or on board of which a case or suspected case of any of those diseases has occurred either at the time of departure or during the voyage from the last port of call or in the event of such voyage exceeding 12 days within the 12 days or (in the case of plague seven days) immediately preceding her arrival

at a port in British India or on which rats have died from plague during the voyage from the last port of call;

- (c) "suspected vessel" means a vessel on board of which there has been a case or suspected case of any of the diseases enumerated in the preamble or a death from unknown or suspicious cause at the time of departure or during the voyage from the last port of call, but on board of which no fresh case or suspected case of such disease has occurred within the twelve days or (in the case of plague seven days) immediately preceding her arrival, or on which unusual mortality among rats not definitely known to be plague has been observed.
- (3) (a) Every vessel which has come from the east coast of Africa within the limits of Port Sudan and Durban or from any other locality declared to be infected with sleeping sickness or jigger is a "suspected vessel" for the purpose of these regulations, unless during the voyage there has been one or more cases either of these diseases on board when it will be considered an "infected vessel."
- (b) Every vessel which has within a period of two months immediately preceding her arrival started from or touched en route at, a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected or which has left an infected port within that period is a "suspected vessel" for the purposes of these regulations, unless within the same period there has been on board a case or suspected case of yellow fever when it will be considered an "infected vessel";
- (4) the term "infected," when used with reference to any articles, means articles which Government may, by notification, declare to be infected with any of the diseases in question;
- (5) the term "infected port" means any port which Government may, by notification, declare to be infected;
- (6) "master," when used with reference to a vessel means any person (except a pilot or harbour master) having for the time being charge or control of the vessel;
- (7) "Port Officer" includes any person acting under the authority of Government in charge of port discipline.
- (8) "Medical Officer" (of a vessel) means any person holding medical charge of a vessel who is in possession of a certificate or diploma in medicine and surgery of a recognized university or medical school and registered in the country in which he obtained it.

PART II.—VESSELS ARRIVING AT PORTS IN THE PRESIDENCY
OF BENGAL.

2. The master of every *suspected* or *infected* vessel arriving at any port subject to these rules shall hoist a signal which shall be—

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

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

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

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

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

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

5. (1) When any *healthy* vessel is within sight of a port in British India, the master shall intimate the fact by signal.

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

PART III.—BERTHING OF VESSELS.

6. (a) If the number of deaths from or cases of the diseases enumerated in the preamble, with the exception of plague and yellow fever, does not exceed two, the vessel will not be prohibited from taking up the usual place of anchorage in the harbour or port, except

that she may not enter the docks without the written permission of the Health Officer, and the passengers and crew not suspected of having any of the diseases in question need not, except in the case of pilgrim and emigrant ships *and those not carrying a medical officer*, be detained on board pending the inspection of the Health Officer. The Master of the vessel shall be responsible that no one of the passengers or crew, except those referred to above, is allowed to leave the vessel before inspection by the Health Officer, and shall prevent the landing of infected bedding, clothes, or other personal effects which he has reasonable cause to consider likely to be infected.

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

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

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

PART IV.—INSPECTION OF VESSELS.

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

the Health Officer will ordinarily take place between sunrise and sunset.

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

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

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

PART V.—REMOVAL OF THE SICK.

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

14. Unless a vessel shall have had communication with the shore under the proviso to regulation 43, and except as provided for under regulations 19 (2) and 23 the removal of sick passengers is not to be enforced in the case of persons bound for an onward port unless under the clearest necessity of which the Health Officer shall be the judge, and in every such case a special report explaining the reasons for the action taken must be submitted by the Health Officer to Government.

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

16. Where small-pox is the disease on account of which the vessel is deemed to be infected, the Health Officer shall offer, without charge, and shall cause to be vaccinated, to all persons willing to be operated upon, who do not bear marks of vaccination or of small-pox. In the case of plague, inoculation may similarly be offered free of charge to all willing to be inoculated.

PART VI.—MEASURES TO BE TAKEN IN THE CASE OF HEALTHY, INFECTED AND SUSPECTED VESSELS.

17. Vessels classed by the Health Officer after inspection as healthy shall be given free pratique, save as otherwise provided in rule 23. Other vessels will be dealt with in Parts VI (A), VI (B), VI (C), VI (D), or VI (E) according to the disease on account of which they are declared suspected or infected.

PART VI-A.—SMALL-POX, CHICKEN-POX, MEASLES, CHOLERA, TYPHUS AND SCARLET FEVER.

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

- (1) shall arrange for the conveyance of any person suffering or suspected to be suffering from such disease to a sanitarium or hospital, unless the sick person or his friends can make adequate provision elsewhere of which the Health Officer must satisfy himself; but he shall not enforce the removal from the vessel of any person or persons bound for an onward port except as provided for in regulation 14;
- (2) shall either himself undertake, or direct the master of the vessel to undertake, the destruction or disinfection of clothing, bedding and other articles that he may consider infected;
- (3) may, when a vessel with one or more of the above mentioned diseases on board has in his opinion passengers or crew in a filthy and unwholesome condition, cause the clothing and personal effects of such persons to be disinfected before allowing them to leave the vessel;
- (4) may, in the case of unsteved craft, direct the disinfection, or in special cases the destruction, of food-stuffs which have been exposed to contamination and are considered likely to be infected;
- (5) may order that any portion of the vessel that has actually been exposed to contamination or is in a filthy or insanitary condition, or which he considers likely to be infected should be disinfected and cleaned as he may direct and may prohibit the discharge of bilge-water or water ballast within port limits without previous disinfection;
- (6) may, in the case of cholera, direct the master to have the bilges and water tanks emptied, cleaned and disinfected.

PART VI-B.—PLAGUE.

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

- (1) All persons on board shall be medically examined as prescribed in regulation 9.
- (2) All persons suffering from plague shall immediately be disembarked under the directions of the Health Officer and isolated in the camp or hospital, whether ashore or afloat, appointed by Government for the purpose.
- (3) At the discretion of the Health Officer other persons may also be disembarked and be subjected to observation* or surveillance* or observation followed by surveillance during a period which shall not exceed five days.
- (4) Such soiled linen, wearing apparel and articles belonging to the crew and passengers as are, in the opinion of the Health Officer, infected, shall be disinfected.
- (5) All parts of the vessel which have been occupied or frequented by plague patients shall be disinfected; and any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected.
- (6) The rats on board shall be destroyed, either before or after discharge of the cargo, in either case as quickly as possible, and in such manner as to avoid, as far as possible damage to merchandise and to the ship's plating and engines. In the case of ships in ballast this process must be carried out as soon as possible, before embarking cargo.
- (7) Passengers arriving by an infected ship and subjected to the provisions of clauses (2), (3) and (4) above are entitled to obtain from the Health Officer a certificate showing the date of their arrival and the measures taken as regards themselves and their baggage.

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

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

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

- (1) All persons on board shall be medically examined as prescribed in regulation 9.
- (2) The destruction of rats may be ordered at the discretion of the Health Officer, and if ordered shall be carried out in the terms of regulation 19 (6).
- (3) All soiled linen, wearing apparel and personal effects of the crew and passengers which are or are suspected to be infected, shall be disinfected.
- (4) All parts of the vessel which have been occupied or frequented by plague patients shall be disinfected; and any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected.

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

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

- (1) medical examination as prescribed in regulation 9;
- (2) disinfection of soiled linen, etc., as prescribed in regulation 19 (4);
- (3) destruction of rats as prescribed in regulation 19 (6); but the process of deratization must not occupy more than 24 hours.

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

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

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

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

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

26. The Health Officer shall, whenever requested, furnish the master, the shipowner or the shipowner's agent with a certificate stating that measures of rat destruction have been carried out and giving the reasons why they were resorted to.

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

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

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

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

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

PART VI-C.—YELLOW FEVER.

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

- (1) The vessel shall be anchored at sea or in the river at such special anchorage as may be fixed for this purpose by

the Local Government but in no case less than half a mile from the land at low water. The visit of the Health Officer shall be made during the day as early as possible and all persons on board shall be medically examined as prescribed in regulation 9.

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

* Sulphurous acid is probably the best gas to use.

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

PART VI-D.—SLEEPING SICKNESS.

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

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

PART VI-E.—JIGGER.

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

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

PART VIII.—GENERAL.

Vessels.

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

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

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

PERSONS.

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

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

DEAD BODIES.

41. Disposal shall be as follows:—

- (1) If death occurs on board a vessel before entering port limits, the body shall, unless there are special reasons to the contrary, be buried at sea in not less than nine fathoms of water, in such manner as shall secure its immediate sinking and remaining below the surface.
- (2) If death occurs during the day on board a vessel within the port limits the ensign and house flag, if there is one, are immediately to be lowered half-mast and kept in such position from sunrise till sunset as long as the body remains

on board. If death occurs between sunset and sunrise, one red light is to be hoisted at the peak, half-mast high.

- (3) The master of the vessel shall cause the death of a person on board to be intimated forthwith to the police, either by letter or otherwise and shall forward to the Port Officer a written report as soon as possible after the occurrence, in which all the circumstances attending the death must be fully detailed.

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

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

DISINFECTION.

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

PART VIII.—VESSELS LEAVING PORTS IN THE PRESIDENCY OF BENGAL FOR PORTS BEYOND INDIA.

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

- (1) all persons sailing by the vessel, whether as passengers or as members of the crew, have been medically examined by the Health Officer.
(2) in the case of plague—

(a) all persons sailing by the vessel, either as passengers or as members of the crew (except such onward bound passengers as have not remained one night on shore and such members of the crew as have not remained one night on shore or have not newly joined, who may be examined on board), have been medically examined by the Health Officer on shore by day as shortly as possible before embarkation;

(b) all merchandise or articles of any sort which the Health Officer may consider to be infected with plague have been disinfected on shore previous to embarkation;

(c) all clothing, bedding, and infected articles belonging to Asiatic and African members of the crew, not being

officers, engineers or doctors, to deck and fourth-class passengers, and to third-class passengers not entitled to cabin accommodation, which the Health Officer may consider to be infected with plague, and, if the Health Officer thinks fit so to direct, all clothing, bedding and infected articles belonging to passengers of any class higher than the third and of any members of the crew, have been disinfected on shore by day as shortly as possible before being placed on board;

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

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

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

44. It shall be open to the consular representative interested in any vessel to be present, if he so desires, at the medical examination and disinfection prescribed by regulation 43.

45. If any vessel does not leave port within 24 hours after the medical examination made under regulation 43, she shall not leave until—

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

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

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

46. If, after a bill of health has been given to the master of any vessel and before the vessel leaves the port, any cargo of goods of any kind be placed on or taken off the vessel except in such

manner as may be directed by the Health Officer, the vessel shall not leave the port until—

(a) such further medical examination and disinfection as the Health Officer may consider necessary have been made under regulation 43, and

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

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

47. (1) After a bill of health has been given to the master of any vessel, no person except the pilot or person authorised by the Health Officer shall be permitted to embark on the vessel unless he has been medically examined by the Health Officer as prescribed in regulation 43.

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

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

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

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

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

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

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

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

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

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

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

53. Regulations 43 to 52 shall apply to all pilgrim or emigrant ships and may, by order of Government, be applied to vessels leaving a port in India or Burma for another in India or Burma.

APPENDIX A.

INSTRUCTIONS FOR DISINFECTION.

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

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

3. Disinfecting Solutions—

(a) Solution of corrosive sublimate of one part in 1,000 with the addition of 2 parts in 1,000 of hydrochloric acid or 100 grains of chloride of soda in one gallon. The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.

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

(c) Freshly-prepared lime-wash*.

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

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

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

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

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

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

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

APPENDIX B.

MEASURES TO BE ADOPTED TO PREVENT RATS OBTAINING ACCESS TO VESSELS.

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

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

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

4. A responsible person shall be deputed by the local Government to ensure these measures being applied immediately the vessel is berthed.

NO. 37-MSE. OF 17TH MAY 1909.

Destruction of food-stuffs unfit for human consumption.

If the Health Officer of the port of Calcutta finds by inspection, that in any vessel lying within the port there are food-stuffs, which in his opinion, have become unfit for human consumption, he may order the same to be destroyed.

NO. 112-MNE. OF 4TH NOVEMBER 1905.

Fishing Rules.

Between the hours of day-break to dark no stake net shall be placed by fishermen in any part of the navigable channel of the river at Garden Reach, Sankral, Jarnaker's Reach, Pir Serang and Budge-Budge, where the channel lies close to the shore. Landmarks have been erected to define the channels that are to be left clear and no fishing boats shall be moored nor nets of any description be cast between the lines indicated by these marks and the shore.

NO. 113-MNE. OF 4TH NOVEMBER 1905.

Port Approaches.

From Budge-Budge to Falah Point a navigable channel of not less than 200 yards in width which shall be delineated by landmarks, locally published, shall be left clear for the passage of sea-going vessels, and, between the hours of sunrise and sunset, no fishing boats shall be moored nor nets of any description cast, in such channels.

CUSTOM HOUSE REQUIREMENTS.

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

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

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

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

NOTIFICATION—No. 9 MARINE.

The 16th January 1915.—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 125 Marine, dated the 26th October 1914 (as amended by *Brevatan* Notification No. 8 Marine, dated the 16th January 1915), relating to the measures to be taken for the prevention of the spread of dangerous, infectious or contagious diseases, and the disposal of dead bodies, on vessels coming to, or leaving ports in, Bengal or for the time being in port therein, the Governor in Council is pleased to appoint the new quarantine station at Diamond Harbour as the special anchorage in the case of vessels which have, within a period of two months, preceding their arrival, started from or touched *en route* at a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected or which has left an infected port within that period.

F. A. A. COWLEY,

Offg. Secy. to the Govt. of Bengal.

NOTIFICATION—No. 20 MARINE.

The 22nd February 1915.—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 125 Marine, dated the 26th October 1914 (as amended by Notification No. 8 Marine, dated the 16th January 1915) relating to the measures to be taken for the prevention of the spread of dangerous, infectious or contagious diseases, and the disposal of dead bodies, on vessels coming to, or leaving, ports in Bengal or for the time being in ports therein, the Governor in Council is pleased to appoint the place outside the Karmafali river, that is, in 6½ fathoms with the Norman Pilot Light House East (true) at a distance of 1½ miles, as the special anchorage in the port of Chittagong in the case of vessels which have, within a period of two months preceding their arrival started from or touched *en route* at a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected, or which has left a port infected, with yellow fever within that period.

F. A. A. COWLEY,

Offg. Secy. to the Govt. of Bengal.

The 20th July 1915.

No. 100 Marine.—In exercise of the powers conferred by rule 6(b) and 7 of the rules made under section 6, sub-section (1), clause (p) of the Indian Ports Act, 1908, (XV of 1908), as amended by the Indian Ports (Amendment) Act, 1911 (IV of 1911), and published under this Department's Notification No. 125 Marine, dated the 26th October 1914, in respect of the following diseases:—

- (1) Small-pox, (2) Chicken-pox, (3) Measles, (4) Plague, (5) Cholera, (6) Yellow fever, (7) Sleeping sickness, (8) Typhus, (9) Scarlet fever and (10) Jigger occurring on vessels coming to the port of Chittagong, the Governor in Council is pleased—

(1) to appoint the Norman's Point Lighthouse, 6½ distance 1½ miles, in 6½ fathoms of water, as the place of anchorage in the case of pilgrim or emigrant vessels or vessels which have had within the twelve days preceding their arrival more than two cases of, or deaths from, any of the diseases (except yellow fever and plague) mentioned in the preamble, or in any case in which for special reasons further precautions are deemed advisable, and

(2) to provide the place outside the Karmafali river, i.e., in 6½ fathoms, with the Norman's Point Lighthouse East (true) distance 1½ miles, as the place of anchorage in the case of vessels on board of which a case of plague or suspected plague or unusual mortality among rats has occurred within seven days preceding their arrival.

F. A. A. COWLEY,

Secy. to the Govt. of Bengal.

The 7th March 1901.

No. 26 Marine.—In exercise of the powers conferred by section 50-A. of the Inland Steam-vessels Act (1884), as amended by the Inland Steam-vessels Act, (1894), Amendment Act 1899, and with the previous sanction of the Governor-General in Council, as required by section 69, sub-section (5) of the said Act, the Lieutenant-Governor is pleased to make the following revised preamble of the rules for the protection of Inland Steam-vessels from danger by collision in suppression of that sanctioned under the Notification of this Government, No. 145 Marine, dated the 23rd August 1900:—

RULES.

"These rules are applicable to, and shall be followed by, all Inland Steam-vessels, and all other vessels hereinafter specified, on all inland

waters in Bengal on which steam-vessels ply, excepting the Hooghly River between a line drawn west of Saugor Island Light-house and the north boundary of the Port of Calcutta, to which the rules under the Merchant Shipping Act, 1894 (57 and 58 Vict., Chapter 6), apply."

Preliminary.

For the purposes of these rules:—

- (a) a vessel shall be deemed to be "underway" when she is not at anchor or made fast to the shore or aground; and
- (b) the word "visible" when applied to lights shall mean visible on a dark night with clear atmosphere.

Rules concerning lights, &c.

Article 1.—The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

Article 2 (1).—All steam-vessels when underway shall carry—

- (a) in the forepart of the vessel, above the awning roof a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel, viz., from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 2 miles;
- (b) on the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 1 mile;
- (c) on the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 1 mile;
- (2) The said green and red side-lights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

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

Article 4.—All vessels under oars or sails when underway shall not be obliged to carry the lights mentioned in Article 2 (1) (a), (b)

and (c); but if they do not carry them, they shall, in those cases where there is a mast, carry a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round, and in those cases where there is no mast, have ready at hand a lantern with a white light which shall be exhibited in time to prevent a collision.

Article 5.—A vessel, which is being overtaken by another, shall show from her stern to such last-mentioned vessel a white light.

Article 6.—Every vessel, when at anchor, shall carry, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round at a distance of at least 1 mile.

A vessel aground in or near a fairway shall carry the above light

Sound-signals for fog, &c.

Article 7.—All signals prescribed by this article for steam-vessels underway shall be given on the whistle or siren.

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

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

In fog, mist, or heavy rain-storms, whether by day or by night, the signals described in this Article shall be used as follows, viz.:—

- (a) A steam-vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.
- (b) A steam-vessel underway, but stopped and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between them.
- (c) A steam-vessel when at anchor, shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

One prolonged blast should be given to convey a warning in the following cases:—

- (a) When a steam-vessel approaches her destination.
- (b) To attract the attention of other vessels, especially native craft.
- (c) On approaching a bend in the channel.

Speed of ships to be moderate in fog, &c.

Article 8.—Every steam-vessel shall, in a fog, mist or heavy rain-storm, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam-vessel bearing, apparently forward of her beam, the signal of any other vessel, the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines and then navigate with caution until danger of collision is over.

STEERING AND SAILING RULES.

Preliminary—Risk of collision.

Article 9.—When two steam-vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end on, or nearly end on to the other; and by night to cases in which each vessel is in such a position as to see both the side lights of the other.

It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course, or by night to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light, without a green light or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

Article 10.—When two steam-vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Article 11.—When a steam-vessel and sailing vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing vessel.

Article 12.—Where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course and speed:

Provided that when, in consequence of thick weather or other cause, the vessel which should be given way to find herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision.

Article 13.—Every steam-vessel, which is directed by these rules to keep out of the way of another vessel, shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Article 14.—Every steam-vessel, which is directed by these rules, to keep out of the way of another vessel, shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Article 15.—Notwithstanding anything contained in these rules every steam-vessel overtaking any other shall keep out of the way of the overtaken vessel.

Every steam-vessel coming up with another vessel from any direction more than two points abaft her beam, *i.e.*, in such a position with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

Article 16.—In narrow channels every steam-vessel shall, when it is safe and practicable, keep to that side of the fairway or mid channel which lies on the starboard side of such vessel.

Article 17.—In obeying and constraining these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER.

Article 18.—The words "short blast" used in these rules shall mean a blast of about one second's duration.

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

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

PROPER PRECAUTIONS TO BE TAKEN IN ALL CASES.

Article 19.—Nothing in these rules shall exonerate the owner or master or crew of any steam-vessel from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Article 20.—If two steam-vessels, with or without vessels in tow meet in a narrow channel or rounding a point, or in a place where the presence of a third vessel makes it difficult to pass, the one going

against the tide shall slacken her speed until the other has cleared the difficulty.

Article 21.—In rivers that are so narrow that they will not allow two steam-vessels, meeting with flats in tow to pass each other without one of them making fast to the bank, the steamer going with the tide shall make fast to allow the one going against the stream to pass her.

Article 22.—No steam-vessel shall attempt to strive or race against another. When steam-vessels are proceeding in the same direction but with unequal speed, the vessel which is steaming slowest shall, in the narrow reaches of a river, offer no obstruction whatever by crossing the channel or otherwise to the free passage of the faster vessel, and shall ease and, if necessary, stop the engines as soon as the faster vessel comes abreast in order to allow her to freely pass. The Master or Pilot of the faster vessel, if intending to pass, shall intimate such approach by a prolonged blast from his steam whistle. But no vessel will be justified in passing such vessel at any of the turning points or bends of a river, nor in a part of the channel so narrow that a third vessel could not with safety pass them.

Article 23.—Steam-vessels crossing from one side of the river to the other shall keep out of the way of vessels navigating up and down the river.

PENALTY FOR DISOBEDIENCE OF THE RULES.

Article 24.—Any person committing a breach of any of these rules shall, for each offence, be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

Rules to regulate the navigation of inland steam-vessels in certain portions of the river Hooghly.

No. 105 Marine. The 4th August 1914.—In exercise of the power conferred by section 50A of the Inland Steam-Vessels Act, 1884 (VI of 1884), the Governor in Council is pleased, with the previous sanction of the Governor-General in Council, to make the following revised rules to regulate the navigation of inland steam-vessels in certain portions of the river Hooghly, in supersession of the rules published under this Department Notification No. 5 Marine, dated the 10th January 1902, as amended by Notification No. 140 Marine, dated the 22nd December 1906.

These rules, which are applicable to the river Hooghly between Kidderpore Docks and Luff Point, are supplementary to those published under this Department Notification No. 148 Marine, dated the 28th August 1900.

Steering rules to regulate the navigation of inland steam-vessels in certain portions of the river Hooghly.

1. All inland steam-vessels navigating the river Hooghly shall be navigated as follows:—

- (a) Between Kidderpore Docks and Luff Point, they shall be navigated on the shallow side of the channel when meeting or being overtaken by sea-going vessels.
- (b) In College Reach, they shall navigate on the edge of College Sand, and shall keep to the northward of the sea-going traffic between Shalimar Point and Camberbuckies Point.
- (c) In Panchpara and Sangrail Reach, they shall navigate on the edge of Sangrail Sand.
- (d) In Jarnmakers Reach, they shall navigate on the edge of Munikolli Sand.
- (e) In Kofri Reach, they shall navigate on the edge of Kofri Sand.
- (f) In the upper part of Budge-Budge Reach, they shall navigate on the right bank of the river; in the lower part, on the edge of Budge-Budge Sand.
- (g) At Pajali Crossing and in the Ulbaria and Achipur Reaches, they shall navigate on the edge of the sand on the left bank of the river.
- (h) In Moynapur Bar, they shall navigate the shallow tracks.
- (i) In Royapur Reach, they shall navigate on the edge of the Royapur Sand.
- (j) In Royapur Crossing, they shall navigate the shallow tracks.
- (k) In Hog River Reach, they shall navigate on the edge of Hog River Sand.
- (l) At Fisherman's Point and in Fulia Reach, they shall navigate on the edge of Fulia Sand.
- (m) At Ninan, they shall navigate on the edge of Shibgunge Sand.
- (n) At the James and Mary, they shall navigate the Western Gut when there is sufficient depth of water. When obliged to use the Eastern Gut, they shall navigate on the edge of Nagpur Sand and the Muckraputi Lamps.

NOTE.—College Reach is bounded to the west by a line drawn due north of Camberbuckies Point, and to the east by a line drawn from Shalimar Point flagstaff and Kidderpore Clock Tower.

2. When crossing from one reach to the other or from one side of the channel to the other, in the portions of the river Hooghly, specified in rule f, inland steam-vessels shall not obstruct the passage or cause risk of collision with any sea-going vessels crossing or passing at the same time, and, if necessary, they shall slacken their speed, or shall stop and reverse engines until the sea-going vessel has passed them.

3. When inland steam-vessels meet other inland steam-vessels, they shall pass port to port.

NOTIFICATION—No. 52 MARINE.

The 1st May 1915.—In exercise of the power conferred by section 6, sub-section (1), clause (b), of the Indian Ports Act 1908 (XV of 1908), the Governor in Council is pleased to make the following rule to regulate the use of search-lights by sea-going vessels in the ports of Calcutta and Chittagong and in the navigable channels of the rivers Hooghly and Karnaful leading to the said ports, in which that Act is in force in order to ensure the safety of the shipping:—

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

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

EXPLOSIVES.

Rules to regulate the importation and transport of explosives in the Port of Calcutta.*

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 explosives, as defined in section 4, Act IV of 1884, except two storm or danger signals, six smaller lights of the same description, 24 blue lights, 24 rockets, 24 detonating signals with friction tubes or in lieu thereof 24 one-pound charges of gunpowder for use in a gun, 24 private signals of any Company, 12 red lights for each boat carried under the statutory rules for life saving appliances (made by the Board of Trade under section 427 of the Merchant Shippers Act, 1894,) and a reasonable quantity of safety cartridges for the equipment of the vessel or for the personal use of the officers on board the ship, provided that the quantities held by them are declared in the prescribed Customs Forms A and B respectively, or in the case of foreign vessels, in the Stores List of such vessel. Detonators and their friction tubes to be stored separately. All explosives which vessels are by this rule permitted to keep on board in port shall be stored in all cases in separate, detached and completely enclosed magazines for each description of signals. The magazines should be kept in a house on deck and stowed or ranged as far apart as possible, so that in the event of fire they can be removed or thrown overboard.

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.

* Notification No. 76 Marine of 6th August 1909.

** Notification No. 63 Marine of 21st April 1913.

Notification No. 10 Marine of 13th January 1914.

2. All inward-bound vessels carrying explosives in excess of the quantity prescribed by rule 1, are prohibited from proceeding above Budge-Budge, and the Master of any vessel lying within the port, which shall have on board any explosives 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 clauses 1, 6 and 7, as laid down in the rules issued under Government of India, Commerce and Industry Department, Notification No. 4552-4, dated 31st May 1907, that is to say, gun-powder, ammunition and fireworks in excess of the quantity prescribed in rules 1 and 2, shall be landed and deposited in the magazine at Mayapore.

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 B of the rules published under Government of India, Commerce and Industry Department, Notification No. 4552-4, dated 31st May 1907, viz., safety cartridges, safety fuses for blasting, railway fog-signals, and percussion caps 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 Commissioner's 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 fuses.

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 foremast 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 gun-powder 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 Mayapore or Diamond Harbour at any time when artificial lights are required to be used, and no explosive 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 of packages, and the magazine-keeper shall be accountable to such 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 as aforesaid, such vessel may be permitted to come up to the lower limits of the port, but shall not proceed above Mattelbroof Ghât, 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 distress signals and ship's gun-powder for their outward voyage, shall not take such distress signals and gun-powder on board in any part of the river above Budge-Budge, with the exception of a quantity not exceeding that named and sanctioned in rule 1.

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 Prinscips' Ghât 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 Prinscips' Ghât. All such powder shall be landed at Prinscips' Ghât, and no powder shall be landed at any other Ghât, 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 rule prescribed in the notification of the Government of India, Commerce and Industry Department, No. 4555-4, dated 31st May 1907, shall make their own arrangements for the discharge of the explosives:—

CLASS 2.—Nitrate mixture.
" 3.—Nitro compound.

CLASS 4.—Chlorate mixture.
" 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, Commerce and Industry Department, Notification No. 4555-4, dated 31st May 1907. 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 FOR THE IMPORTATION OF PETROLEUM.

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

NOTIFICATION No. 143—MARINE.

The 30th November 1914.—In exercise of the powers conferred by section 9 of the Indian Petroleum Act, 1899 (VII of 1899), read with section 3 of the Bengal, Bihar, Orissa and Assam Laws Act, 1912 (VII of 1912), with the previous sanction of the Governor-General in Council, the Governor in Council of the Presidency of Fort William in Bengal is pleased to make the following rules to regulate the importation, possession and transport of petroleum within that Presidency, in supersession of all previous notifications under that section, and all rules under such notifications, issued or made by the Government of Bengal or by the late Government of Eastern Bengal and Assam.

Rules under Section 9 of the Indian Petroleum Act, 1899, for the Importation, Possession and Transport of Petroleum in the Province of Bengal.

PART I.

PRELIMINARY.

1. In these rules,—

Definitions.

- (a) "Part" means a Part of these rules;
- (b) "certificated petroleum" means petroleum certified to be non-dangerous petroleum by a certificate of such description as the Government of Bengal may, from time to time, by written order, prescribe, granted at the port of shipment;
- (c) "petroleum in bulk" means petroleum in quantities exceeding five hundred gallons, contained in any one cisternacle;
- (d) "installation" means a place specially prepared for the storage of petroleum in bulk, or for bulk combined with non-bulk storage, and may be either a major or a minor installation;
- (e) "major installation" means an installation—
 - (1) capable of containing an amount of oil, whether in bulk only or in combined bulk and non-bulk storage, exceeding fifty thousand gallons, or
 - (2) in which tin-making operations are carried on;
- (f) "minor installation" means an installation—
 - (1) capable of containing an amount of oil, whether in bulk only or in combined bulk and non-bulk storage, not exceeding fifty thousand gallons, and
 - (2) in which no tin-making operations are carried on;

- (g) "storage shed" means a building used for the storage of petroleum otherwise than in bulk, and may or may not form part of an installation;
- (h) "protected work" includes buildings in which persons dwell or assemble, docks, wharves, timber yards, other petroleum stores, and any other place not forming part of an installation, which the Government of Bengal may by notification declare as such;
- (i) "testing officer" means the testing officer appointed by the Government of Bengal under section 10 of the Act for any part as which petroleum may be imported under these rules;
- (j) "motor-vehicle" means any vehicle, or vessel propelled by a motor in which petroleum is used as fuel;
- (k) "owner," as applied to a motor-vehicle, includes a person who hires, or is otherwise entitled for the time being to use or work a motor vehicle;
- (l) "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;
- (m) "the Municipality of Calcutta" means the municipal limits of Calcutta as defined in the Calcutta Municipal Act, 1899;
- (n) "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, 1896.

PART II

POSSESSION AND TRANSPORT OF PETROLEUM.

CHAPTER I.—POSSESSION OF PETROLEUM.

1. No smoking shall be permitted inside any installation or storage shed.
2. All operations within any installation or storage shed shall be conducted under the supervision of a responsible agent or supervisor.
3. The ground in the interior of an installation shall be kept clean and free from goods of a combustible nature, vegetation and rubbish.
4. A supply of sand or dry earth shall always be kept in an installation for the purpose of extinguishing fire.

5. The capacity in gallons of every tank in an installation shall be conspicuously marked on it, and shall be calculated at the rate of 6.25 gallons per cubic foot.

6. Every tank or other receptacle for the storage of petroleum in bulk, except a tank or receptacle which is not of sufficient capacity to contain ten thousand gallons of petroleum and which is so situated as to be liable to cause danger in the event of the petroleum being ignited, shall be protected by an efficient lightning-conductor.

Explanation.—A tank or receptacle shall be deemed to be so situated as not to be liable to cause danger in the event of the petroleum being ignited, if it is not in close proximity to any other tank or receptacle, or to any building not forming part of the installation, and if it is surrounded by a wall, or embankment, or sunk in an excavation, the enclosure thus formed being sufficient to contain the whole contents of the tank or receptacle.

7. Not less than once in every year the licensee of an installation shall test or cause to be tested the efficiency of the lightning-conductor in such manner as the Chief Inspector of Explosives may, by general or special order, declare to be sufficient, and a certificate showing the date of the last test shall be posted in a conspicuous place within the installation.

8. Any officer appointed by the Government of Bengal in the Official testing of behalf may enter any installation for the purpose of testing the efficiency of the conductor, at any time after sunrise and before sunset.

9. No installation or storage shed shall be open, and no work in any installation or storage shed shall be permitted, between sunset and sunrise; provided that in cases where electric lighting is exclusively used, night working may be permitted by the Government of Bengal on the recommendation of the Chief Inspector of Explosives.

10. Where there are any pipes or openings for draining out water from pipes and in any enclosure wall, arrangements shall be made whereby they can be closed, and they shall only be kept open when actually necessary for drainage purposes. The nature of such arrangements shall be shown in the specifications which are required under rule 10 of Chapter IV of this Part, to be submitted with the application for a license.

11. All storage sheds in an installation shall be built of un inflammable material.

12. There shall be hung up in a conspicuous place in every installation and storage shed for which a license has been granted, copies in English and the vernacular of the rules contained in this Chapter, and of the conditions endorsed on the license.

CHAPTER II.—TRANSPORT OF PETROLEUM.

1. Petroleum in bulk shall not be carried by water except on a ship certified as suitable for the carriage of petroleum in bulk by an officer appointed by the Government of Bengal in this behalf, and the petroleum shall be stowed in such part of the ship and in such manner as may be approved, by general or special order, by the authority so appointed.

2. Petroleum in bulk shall not, except with the sanction of the Government of Bengal, be transported on any barge or flat which is not towed by a steamer or motor-tug.

3. No ship shall carry petroleum in bulk which carries at the same time passengers, or any inflammable cargo other than petroleum and its products.

4. No steamer carrying inflammable cargo other than petroleum and its products shall tow a barge or flat carrying petroleum in bulk.

5. No steamer towing a barge or flat carrying petroleum in bulk shall at the same time tow any other barge or flat carrying inflammable cargo other than petroleum and its products.

6. Rules 4 and 5 of this Chapter shall not apply when the petroleum carried in bulk has a flashing point above 150° Fahrenheit.

7. When any ship has discharged petroleum in bulk, the oil compartments shall be thoroughly cleaned and freed from petroleum and petroleum vapour, before any other cargo or passengers are taken on board.

8. The officer in charge of any ship, certified, under rule 1 of this chapter, as suitable for the carriage of petroleum in bulk, shall observe the following precautions regarding oil tanks, namely—

- (i) so long as there is petroleum or dangerous vapour in a tank, he shall keep the hatches of such tank and the man-holes or other apertures in such hatches, locked or otherwise fastened in a manner certified as satisfactory by an officer appointed under rule 1 of this Chapter:

Provided that, subject to the provisions of clause (ii), he may cause them to be opened for the purpose of taking on board or discharging petroleum, for cleaning the tanks, or for other sufficient reason; and

- (ii) he shall not allow any person to enter a tank, unless—

(a) such person wears a safety helmet of a description approved by the Local Government, or

- (b) a Port Surveyor or other officer, appointed by the Local Government in this behalf, having examined the tank with the aid of a vapour-testing instrument, has certified it to be free from dangerous vapour.

9. No petroleum in bulk shall be taken on board or discharged from any ship certified as suitable for the carriage of petroleum in bulk, except through a suitable pipe prepared for the purpose.

10. No fire, naked lights or smoking shall be allowed on board any flat or barge carrying petroleum in bulk.

11. The person in charge of any flat or barge carrying petroleum in bulk shall, from sunrise to sunset, show at its stern a conspicuous red flag having the words "Petroleum Bont" marked on it in black letters.

12. No petroleum in bulk shall be loaded on or unloaded from any ship between sunset and sunrise, except when electric light is exclusively used.

13. Petroleum may be transported into and within the Presidency of Bengal under cover of a license granted by the prescribed authority in any other province of British India or in any area outside British India to which the Indian Petroleum Act, 1899, may be applied, provided that the conditions of such license are observed throughout the period during which the petroleum is in transit.

14. Petroleum which has been imported into either of the ports specified in rule 1 in Part III and which has not been tested at the port of import in accordance with the rules contained in Part III, shall not be transported to any other port in British India save one specified in rule 1 of that Part, and the provisions of all the rules of that Part, except rule 22, shall be deemed to apply to such petroleum when it arrives at such other port.

15. Petroleum which has been tested at any port in British India may be transported to any other port in British India, and the provisions of rules 2, 3, 4, 14 (except the proviso), 16, 19 and 20 of Part III shall apply to such petroleum when it arrives at such other port.

CHAPTER III.—GENERAL PROVISIONS RELATING TO LICENSES.

1. All applications for licenses except those referred to in rules 13 and 14 of Chapter IV of this Part, for the possession or transport of petroleum shall be made to the District Magistrate.

The functions of the District Magistrate, under this rule and the rule next following and under rule 5 (2) of Chapter IV of this Part, shall be exercised in the town of Calcutta and its suburbs by the Commissioner or Deputy Commissioner of Police.

Licensing authority. 2. Licenses—

- (a) for the possession of non-dangerous petroleum, not being petroleum in bulk,
- (b) for the possession of non-dangerous petroleum in a minor installation,
- (c) for the possession or transport of dangerous petroleum in quantities not exceeding forty gallons, and
- (d) for the transport of petroleum, not being dangerous petroleum, otherwise than by a pipe line,

may be granted by a District Magistrate, or by such other authority as the Government of Bengal may, from time to time by order in writing, appoint in this behalf. Licenses for the importation, possession and transport of dangerous petroleum in quantities exceeding 40 gallons may be granted by the Government of Bengal or an officer appointed by the Government of Bengal in this behalf. In all other cases, except as provided in rule 14 of Chapter IV of this Part, the licensing authority shall be the Government of Bengal.

Provided that in the case of renewals of existing licenses the Government of Bengal may delegate its powers, under this rule, to the District Magistrate or to such other authority as the Government of Bengal may, from time to time by an order in writing, appoint in this behalf.

3. The licensing authority may, for reasons to be communicated to the applicant, refuse a license in any case:

Provided that the licensing authority shall not refuse a license for the possession of petroleum in a minor installation, unless such authority has first made a reference to the Chief Inspector of Explosives and obtained his concurrence.

4. Every license granted under these rules shall be liable to be forfeited for any contravention of the Act, or of any rule thereunder, or of any condition contained in such license, or for any other reason deemed by the licensing authority to be good and sufficient and recorded by him in writing.

5. Every license and pass, granted under these rules, shall be held subject to the conditions endorsed on it, and shall contain all the particulars which are contained in the form prescribed for it by these rules:

Provided that in the case of installations and storage sheds in existence before these rules were made, the license may contain in lieu of the particulars in the form prescribed for it by these rules, either such installation or storage shed under the rules heretofore in force, or such particulars as may in each case be approved by the Chief Inspector of Explosives.

Provided also that in the case of installations or storage sheds intended for the storage of petroleum which has a flashing point above 150° F., the license may contain, in lieu of the conditions endorsed on the form prescribed for it by these rules, such conditions as may in each case be approved by the licensing authority on the recommendation of the Chief Inspector of Explosives.

6. (1) Every application for the renewal of a license shall be made in the same manner as an application for an original license.

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

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

7. When any license is granted for the possession or transport of petroleum, a copy of the rules contained in Chapter I of this Part in the case of a license for possession, and in Chapter II of this Part in the case of a license for transport, printed in English and the vernacular, shall be given together with the license to the licensee.

8. 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.

9. Where a license granted under these rules is lost or accidentally destroyed, a duplicate may be granted.

CHAPTER IV.—LICENSES FOR THE POSSESSION OF PETROLEUM.

1. Save as provided in rules 13 and 14 of this Chapter, every license for the possession of petroleum shall remain in force until the 31st December next following the date of issue of the license.

2. Licenses for the possession of petroleum not being dangerous petroleum, otherwise than in bulk, may be granted in Form A.

3. Licenses for the possession of dangerous petroleum, not in bulk, in quantity exceeding forty gallons may be granted in Form B.

Dangerous petroleum not exceeding forty gallons.

5. (1) The holder of a license in Form A, B or C, may, at any time before the expiry of the license, apply for permission to transfer his license to another person.

(2) Such application shall be made to the District Magistrate who shall, if he approves of the transfer, enter upon the license, under his signature, an endorsement to the effect that the license has been transferred to the person named.

(3) A fee of Re. 1 shall be charged on such application.

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

6. Special licenses for the possession of dangerous petroleum in receptacles containing more than sixty-five gallons, but not more than 500 gallons each, may be granted on such terms as the Government of Bengal may prescribe on the recommendation of the Chief Inspector of Explosives.

7. Licenses for the possession of any stated quantity of petroleum, not being dangerous petroleum, in major installations, in accordance with such specifications and plans as the Government of Bengal, on the recommendation of the Chief Inspector of Explosives may, from time to time, by general or special order approve, may be granted in Form D.

8. Licenses for the possession of any stated quantity of petroleum, not being dangerous petroleum in minor installations, in accordance with such specifications and plans as the Chief Inspector of Explosives may, from time to time, by general or special order approve, may be granted in Form E.

8A. Licenses for the possession of any stated quantity of dangerous petroleum in installations in accordance with such specifications and plans as the Local Government, on the recommendation of the Chief Inspector of Explosives may, from time to time, by general or special order approve, may be granted in Form F.

9. (1) Licenses in Form F may be granted free of charge for the possession of dangerous petroleum for use on motor-vehicles and for its transport thereon, for the purpose of use therein.

(2) The provisions of the ordinary rules relating to the possession of dangerous petroleum shall regulate the possession of dangerous petroleum for use on motor-vehicles, save in so far as these provisions are varied by the conditions of the license.

Particulars to be given in applications for licenses for the possession of petroleum other than licenses under rules 4 and 5.

10. Every application for a license for the possession of petroleum, other than licenses under rules 4 and 5 of this Chapter, shall specify:—

(a) the description and quantity of petroleum which the applicant desires to keep.

(b) the name and position of the premises intended to be used for the storage of such petroleum, and whether the said premises fulfil the conditions prescribed by Form A, Form B, Form D, Form E or Form F, as the case may be.

(c) the amount of petroleum, if any, already licensed to be kept on the same premises.

If the application be made for the first time in respect of any major or minor installation or if the quantity of petroleum to be stored in such an installation is to be increased, the application shall be accompanied by specifications and plans drawn to scale.

11. Before petroleum is stored in any major or minor installation for which a license has been granted for the first time, a certificate shall be furnished to the licensing authority to the effect that all enclosure walls and embankments required to be constructed under the conditions of the license are sufficient to ensure safety. The certificate shall be signed by an engineer accepted as qualified for the purpose by the licensing authority. When the license is not granted for the first time but is granted for an increased quantity of petroleum, a certificate shall similarly be furnished to the licensing authority before any quantity of petroleum exceeding the amount which was admissible under the former license is stored in the installation.

Particulars to be given in applications for licenses under rules 4 and 5.

12. Every application for a license under rules 4 and 5 of this Chapter shall specify:—

(a) whether the applicant is the owner of a motor-vehicle,

(b) the amount of dangerous petroleum the applicant desires to store,

(c) the exact position and nature of the premises intended to be used for the storage of such dangerous petroleum, and whether the said premises fulfil the conditions prescribed by Form G or Form F as the case may be.

13. Licenses for the possession of petroleum in an installation or storage shed may be granted by the Government of Bengal or an officer appointed by the Government of Bengal in this behalf free of charge to the Commissioners of the Port of Calcutta or of Chittagong subject to such conditions, and for such period, as the Government of Bengal or an officer appointed by the Government of Bengal in this behalf, may direct.

14. Licenses for the possession of petroleum in an installation or storage shed erected on land at Budge-Budge or at Storage in an installation or storage shed erected on land belonging to Port authorities. of Calcutta or on land belonging to the Commissioners of the Port of Chittagong may, with the previous sanction of the Government of Bengal, be granted free of charge by the said Commissioners, subject to such conditions and for such period as the Government of Bengal may direct.

CHAPTER V.—LICENSES FOR THE TRANSPORT OF PETROLEUM.

1. General licenses for the transport of petroleum, other than dangerous petroleum, may be granted for a period of twelve months in Form G.

2. General licenses for the transport of dangerous petroleum otherwise than in bulk, may be granted for a period of twelve months in Form H.

3. Licenses granted under rules 1, 2 and 9 of this Chapter may authorise the holders to transport petroleum without restriction as to destination or total quantity.

4. The holder of the general license granted under rule 1, 2 or 9 of this Chapter shall, with each consignment of petroleum conveyed under cover of his license, issue to the person who takes charge of the petroleum for the purpose of transporting it, a numbered pass in Form I.

5. Special licenses may be granted for the transport of petroleum, other than dangerous petroleum, in quantities exceeding five hundred gallons in Form J.

6. Special licenses may be granted for the transport of dangerous petroleum other than in bulk in Form K.

7. A special license granted under rules 5 and 6 shall only cover the transport of the particular consignment entered in the license, and shall be valid for such period as may be entered in it.

8. Applications for special licenses for the transport of petroleum by rail, by road, by steamer or by barge, or by two or more of these modes of conveyance, shall specify the description and quantity 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 by water, shall state that the ship in which it is to be carried has been certified as required by rule I of Chapter II of this Part.

9. General licenses in Form L to transport dangerous petroleum up to a maximum of sixty gallons at a time, otherwise than on a motor-vehicle, may be granted for a period of twelve months to owners of motor-vehicles holding licenses under rule 9, sub-rule (2), of Chapter IV of this Part, to possess petroleum and use or transport it on a motor-vehicle.

CHAPTER VI.—FEES.

1. (1) Where the proceeds of fees leviable for licenses under these rules have been assigned by the Government of Bengal to any local authority, the fees shall be levied in such manner as the local authority may from time to time direct.

(2) In all other cases the fees shall be paid in cash on receipt of a notice from the licensing authority that a license will be granted.

(3) The Court-fee stamp of the value of eight annas representing the fee chargeable under Schedule II, Article I (b) of the Court Fees Act (1870) on an application for a license presented to a Magistrate should be attached to the application.

2. The following fees shall be charged for licenses for the possession of petroleum, namely:—

Non-dangerous Petroleum.

	Rs.
(a) When the quantity to be stored exceeds five hundred but does not exceed one thousand gallons	12
(b) When the quantity to be stored exceeds one thousand but does not exceed five thousand gallons	12
(c) When the quantity to be stored exceeds five thousand gallons, but does not exceed fifty thousand gallons	20
(d) When the quantity to be stored exceeds fifty thousand gallons	250

Dangerous Petroleum.

	Rs.
(e) When the quantity to be stored does not exceed forty gallons	3

(f) When the quantity to be stored exceeds forty gallons but does not exceed five hundred gallons ...	Rs. 8
(g) When the quantity to be stored exceeds five hundred gallons ...	the same fees as those laid down for non-dangerous petroleum.
Fees for licenses for transport of petroleum.	3. The following fees shall be charged for licenses for the transport of petroleum:—
	<i>Non-dangerous Petroleum.</i>

<i>Special license—</i>	Rs.
(a) When the quantity to be transported exceeds five hundred but does not exceed five thousand gallons ...	1
(b) For every additional five thousand gallons or part of five thousand gallons ...	1
<i>General license for the transport of non-dangerous petroleum by rail, by road, or by water for twelve months...</i>	100
	<i>Dangerous Petroleum.</i>

<i>Special license—</i>	Rs.
(i) When the quantity to be transported does not exceed forty gallons ...	2
(ii) When the quantity to be transported exceeds forty gallons but does not exceed four hundred and eighty gallons ...	2
(iii) When the quantity to be transported exceeds four hundred and eighty gallons ...	8
	for the first forty gallons, plus 8 annas for every additional forty gallons or part thereof.
	for the first four hundred and eighty gallons, plus Rs. 2 for every additional four hundred and eighty gallons or part thereof.

General license for the transport of dangerous petroleum by the owner of a motor-vehicle by road, rail or water, up to a maximum of sixty gallons at a time ... 5

General license for the transport of dangerous petroleum by dockers by rail, road or water... 50

4. A fee of one rupee shall be charged for a new license for the unexpired portion of an original license granted to any person applying for the same in accordance with the provisions of rule 8 of Chapter III of this Part.

5. A fee of eight annas shall be charged for a duplicate of a license granted in accordance with the provisions of rule 9 of Chapter III of this Part.

PART III.

OF IMPORTATION OF PETROLEUM.

1. The ports of Calcutta and Chittagong are hereby declared to be the only ports at which petroleum may be imported.

2. The master of every ship carrying petroleum shall deliver to the pilot before entering any of the ports mentioned in rule 1, a written declaration under his signature stating—

- what quantity of petroleum the ship is carrying;
- whether any and, if so, what part of it is dangerous petroleum;
- whether any and, if so, what part of it is certificated petroleum;
- whether any and, if so, what part of it is petroleum having a flashing-point above 150° of Fahrenheit's thermometer; and
- what quantity of petroleum [specifying whether any, and if so, what part of it belongs to each of the classes (b), (c) and (d)] is intended to land at either of the ports specified in rule 1 or at any other port in British India.

Provided that if, in anticipation of a ship's arrival, the agent for such ship delivers to the Port Officer a written declaration as aforesaid under his signature, no such declaration shall be necessary by the master of the ship.

3. If the master or agent declares that any petroleum is certificated petroleum which it is intended to land at either of the ports specified in rule 1 or at any other port in British India, he shall deliver to the pilot, along with his declaration, the certificate relating to such petroleum.

4. Every certificate and declaration delivered to a pilot under rules 2 and 3 shall be made over by him without delay to the Assistant Harbour Master in the port of Calcutta, to the Port Officer, Chittagong, who shall transfer them without delay to the Superintendent of the Port Commissioners' Petroleum Wharf at Budge-Budge or the Collector of Customs, Chittagong, as the case may be.

5. (1) When the Master of, or the agent for, a ship has made the declaration required by rule 2, the Superintendent of the Petroleum Wharf, Budge-Budge, or the Collector of Customs, Chittagong, as the case may be, shall direct an officer to go on board the vessel and obtain samples of all the petroleum on board which it is intended to land at that port. If the importer so desires he shall also take samples of all the petroleum on board which it is intended to land at the port of Calcutta or Chittagong, as the

case may be. If the importer so desires he shall also take samples of all the petroleum on board which it is intended to land at any other port in British India:

Provided that no samples need be taken in the case of petroleum which is declared to be dangerous.

(2). The master shall deliver to the officer aforesaid, without charge, samples of every variety of petroleum comprised in the petroleum of which samples are to be taken under sub-rule (1). Such samples shall, if such officer so require, be taken from the particular receptacles indicated by him and under his personal superintendence, and shall not exceed forty fluid ounces:

Provided that when the petroleum is in casks, samples may be taken as delivery proceeds.

6. The minimum number of samples to be selected of each brand or quality contained in the cargo shall be as follows:—

- (a) of certificated petroleum in casks—
one sample for every fifteen thousand cases or fraction of fifteen thousand cases;
- (b) of certificated petroleum in casks or drums declared to be of uniform quality—one sample for every one hundred and twenty thousand gallons or part of one hundred and twenty thousand gallons;
- (c) of certificated petroleum in bulk or in tanks—
one sample from each group of tanks or tank compartments certified to be of the same brand or quality;
- (d) of petroleum other than certificated, in casks—
one sample for every ten thousand cases or fraction of ten thousand cases;
- (e) of petroleum other than certificated, in casks or drums declared to be of uniform quality—
one sample for every eighty thousand gallons or part of eighty thousand gallons;
- (f) of petroleum other than certificated in bulk or in tanks—
one sample from each tank or tank compartment.

7. When the samples required have been delivered to the officer aforesaid, such officer shall forthwith seal the bottles containing the samples, and shall label them with the name of the ship, the name of the consignee, and such other distinguishing marks as may be necessary. He shall then forward them to the testing officer.

8. The testing officer shall test the samples thus received in the manner laid down in the first Schedule to the Act.

N.B.—The rules in Part III are inoperative in the Port of Chittagong in so far as they relate to the taking of samples and the testing of petroleum as there is no testing officer at present at that port. Telegraphic certificates by the Chemical Examiner, Rangoon, in respect of the flash point of petroleum imported are accepted.

9. If more than one sample of any one brand or quality forming the cargo or a portion of the cargo of a ship is sent to the testing officer for report, that officer shall test each sample separately and strike an average of the results. If the average flashing point is not lower than 73° of Fahrenheit's thermometer, and no one test gives a flashing-point below 70° of that thermometer, he shall report the whole of the petroleum represented by the samples to the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, as non-dangerous.

10. If the testing officer, after testing samples, considers further tests necessary to satisfy him that none of the petroleum is dangerous, he shall report to the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, accordingly.

11. On receipt of a report under rule 10—

- (a) when the consignment is imported in cases, the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, shall cause the petroleum in question to be landed, or to be discharged into boats, and the officer referred to in rule 5 shall select and deliver to the testing officer one sample from every thousand cases;
- (b) when the consignment is imported in bulk, the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, shall forward a second sample and, until receipt of the testing officer's further report, may prevent the landing of any portion of the contents of the tank in question, or may permit it to be landed as provided in rule 18;
- (c) if the petroleum has been already landed and stored under rule 18, samples shall be selected as aforesaid.

12. The testing officer shall, as soon as practicable, and ordinarily within twenty-four hours after receipt of any 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, Calcutta, or the Collector of Customs, Chittagong, as the case may be, where it shall be deposited.

13. The fee for testing each sample shall be five rupees. Provided that the total amount of the fees chargeable under this rule shall not, in the case of any one ship, exceed Rs. 50.

14. A ship may proceed to the usual anchorage in either of the ports specified in rule 1 and there discharge any certificated petroleum not exceeding five thousand gallons in quantity:

Provided that the officer whose duty it is, under rule 5, to select samples of petroleum on board, may at any time take a sample of any such petroleum for the purpose of having it tested.

15. If the quantity of petroleum declared dangerous on board a ship does not exceed forty gallons and there is no other petroleum on board, or the aggregate quantity of petroleum on board, including petroleum declared dangerous, does not exceed forty gallons, the said petroleum may be forthwith landed.

16. Save as provided in rules 14 and 24, every ship having petroleum on board shall be anchored at such anchorage as the Conservator of the port shall appoint in this behalf. If the petroleum is intended to be discharged at either of the ports specified in rule 1, the vessel shall not leave such anchorage, except for the purpose of discharge of bulk-oil petroleum as laid down in rule 19, until all the petroleum has been so discharged. If the petroleum or a portion of it is intended for some other port, the petroleum or such portion of it shall be temporarily discharged at such anchorage before the vessel proceeds into the harbour. If it is not so discharged, the vessel shall remain at such anchorage until her final departure.

Such anchorage shall in no case be the same as that for vessels laden with explosives, and shall be sufficiently far removed from the anchorage for vessels laden with explosives to prevent the possibility of a fire originating at the former place affecting vessels anchored at the latter.

17. Save as provided in rule 18, no petroleum, of which samples have been taken under rule 5, shall be landed from any ship referred to in rule 16 until the testing officer's report in respect thereof has been received in the office of the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be.

18. (1) The Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, may, in anticipation of the testing officer's report, allow the carriage of any petroleum to discharge the same into boats or to land it.

(2) Such permission shall be subject to the condition that the boats into which the petroleum is discharged shall remain at such place as may be directed by the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, or that the petroleum shall be landed at a landing-place duly appointed for this purpose, and be stored in an installation licensed under rule 13 or 14 of Chapter IV, Part II.

19. When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and a metal 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 electric light only shall be used; and, when the ship has finished discharging, the pipe to the storage-tanks shall immediately be emptied

Exception in respect of petroleum declared dangerous which is not in excess of forty gallons.

When a ship carrying petroleum must anchor at a special anchorage.

Landing of petroleum in anticipation of the testing officer's report.

Landing of petroleum in bulk.

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.

Landing of petroleum otherwise than in bulk. 20. When petroleum imported otherwise than in bulk is landed within the port—

- (1) it shall be landed either at jetties provided for the purpose, or in cargo-boats, and, except where electric light is exclusively used, only after sunrise and before sunset, and only at such place or places as the Conservator of the Port shall direct;
- (2) dangerous and non-dangerous petroleum shall not be conveyed to the shore at the same time on the same cargo-boat;
- (3) no smoking, fire or light of any description (other than lights required by the port rules), shall be allowed in any cargo-boat during the time that the petroleum is on board the boat.

21. Petroleum may be transhipped from one ship to another for Transshipment of convenience to any other port, whether within or beyond the limits of British India:

Provided that—

- (a) the petroleum shall not be transhipped between sunset and sunrise except when electric light is exclusively used,
- (b) dangerous and non-dangerous petroleum shall not be conveyed at the same time on any boat which is used for transshipping the petroleum, and
- (c) no smoking, fire or light of any description (other than lights required by the port rules), shall be allowed on any boat which is being used for transshipping the petroleum from the one ship to the other.

22. (1) Applications for import-licenses under section 5 of the Import-licenses Act shall be submitted to the officer appointed by the Government of Bengal in this behalf, who will, after enquiry, forward the same with his opinion to the Government of Bengal or the officer appointed by the Government of Bengal to grant such licenses.

(2) If the application is granted, a license in Form M, signed by a Secretary to the Government, or an officer appointed by the Government of Bengal in this behalf, shall be forwarded to the applicant through the officer to whom his application was submitted. The license may be granted for a period of twelve months.

23. Nothing in the foregoing rules in this part applies to petroleum comprised in a ship's stores. 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 of an unreasonably large amount, the decision thereon of the Collector of Customs shall be final.

24. Nothing in the foregoing rules in this part applies to petroleum having a flashing point above 150° Fahrenheit's thermometer. If the master of, or agent for, a ship certifies in writing that any petroleum on board is of this description, the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, shall allow it to be discharged in the same manner as ordinary cargo; but the Superintendent of the Petroleum Wharf at Budge-Budge or in Chittagong, the Superintendent of Police or the District Magistrate, as the case may be, may at any time require a sample of any portion of it to be delivered to him, with a view to having it tested.

FORM A.

(RULE 2 OF CHAPTER IV OF PART II.)

License to possess petroleum (other than dangerous petroleum), otherwise than in bulk.

No.	Fee Rs.	
LICENSE is hereby granted to _____ for the storage		
in the storage shed described below, of _____ gallons of		
petroleum, subject to the rules for the storage of petroleum published in Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this license.		

District Magistrate.
Commissioner of Police, Calcutta.

The _____ 19 _____
[Description of the storage shed above referred to.]

ENDORSEMENT ON FORM A. Conditions of the License.

1. If the licensing officer call on the holder of a license, by a notice in writing, to execute any repairs of the storage shed, which may, in the opinion of such officer, be necessary for the safety of the shed, the holder of the license shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.
2. The storage shed shall be constructed of masonry or other unflammable material with terraced, tiled or iron roofs, and with tiled or paved or earthen floors, but the beams, rafters, columns, windows and doors may be of wood.
3. Either the doorways and other openings of the storage shed shall be built up to a height of two feet above the level of the road or street, or the floor sunk to a depth of two feet below the level of the road or street, so that the petroleum cannot flow out from the building in case of its escape from the receptacle in which it is contained, or the

building itself shall be surrounded with a masonry wall or embankment or both not less than two feet high. When the quantity of petroleum stored exceeds 16,000 gallons, the height or depth shall be three feet.

A combination of these methods is permissible.

4. The following distances round the building shall be kept clear of protected works:—

Distances to be kept clear round buildings or enclosure walls.	Number of gallons to be stored.
None	5,000 and under.
20 feet	Over 5,000 and up to 50,000.
30 "	Unlimited.

5. No light, except a light of such strength, position and character as is not liable to ignite any inflammable vapour, nor fire of any description, shall be permitted within the storage shed.

FORM B.

(RULE 3 OF CHAPTER IV OF PART II.)

License to possess dangerous petroleum, otherwise than in bulk, in quantity exceeding forty gallons.

No.	Fee Rs.
LICENSE is hereby granted to _____ for the storage, in the	
storage shed described below, of _____ gallons of dangerous petroleum,	
subject to the rules for the storage of petroleum published in Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this license.	

Secretary to the Government of Bengal
or an officer appointed by the Govern-
ment of Bengal in this behalf.

The _____ 19 _____
[Description of the storage shed above referred to.]

ENDORSEMENT ON FORM B. Condition of License.

1. If the licensing officer call upon the holder of a license, by notice in writing, to execute any repairs of the storage shed, which may, in the opinion of such officer, be necessary for the safety of the shed, the holder of the license shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.
2. 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 section 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.

3. The petroleum shall be stored in gas-tight tinued or galvanized sheet iron, steel or lead plate receptacles containing each not more than sixty-five gallons and fitted with well-made filling holes and well-fitting screw plugs, or fitted with screw cap or other cap with metal air-tight under cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch, provided that wood cases shall be not necessary when the receptacles are made of tinued or galvanized sheet iron or steel, and have the following thickness of metal:—

	Not less than
(1) When the capacity does not exceed two gallons ...	27 B. W. G.
(2) When the capacity exceeds two gallons but does not exceed four gallons ...	22 B. W. G.
(3) When the capacity exceeds four gallons but does not exceed eight gallons ...	20 B. W. G.
(4) When the capacity exceeds eight gallons but does not exceed twenty gallons ...	16 B. W. G.
(5) When the capacity exceeds twenty gallons but does not exceed thirty gallons ...	14 B. W. G.
(6) When the capacity exceeds thirty gallons but does not exceed forty gallons ...	12 B. W. G.
(7) When the capacity exceeds forty gallons but does not exceed sixty-five gallons ...	10 B. W. G.

4. An air-space of at least one-tenth of its capacity shall be left in each receptacle at the time of filling.

5. The receptacles shall be so substantially constructed and secured as not to be liable except, under circumstances of grave negligence or extraordinary accident, to be broken or become defective, leaky or insecure.

6. The receptacles shall be labelled in accordance with the provisions of section 7 of the Act.

7. Any receptacle, before being required, shall be cleared of all dangerous petroleum and of all dangerous vapours arising from same.

8. The storage shed shall be constructed of masonry or other unflammable material with terraced, tiled, or iron roofs and with tiled or paved or earthen floors.

9. Either the doorways and other openings of the storage shed shall be built up to a height of two feet above the level of the road or street, so that the petroleum cannot flow out from the level of the in case of its escape from the receptacle in which it is contained, or the building itself shall be surrounded with a masonry wall or embankment of both not less than two feet high. When the quantity of petroleum stored exceeds 16,000 gallons the height or depth shall be three feet.

A combination of these methods is permissible.

10. All ventilating openings in the storage shed shall be protected by strong wire gauze.

11. No light, except a light of such strength, position and character as is not liable to ignite any inflammable vapour, nor fire of any description, shall be permitted at any time within the storage shed.

12. All due precautions shall be taken for the prevention of unauthorised persons having access to any dangerous petroleum kept and to the vessels containing or having actually contained the same.

13. Every person managing or employed on or in connection with the storage shed shall abstain from any act whatever which tends to cause fire or explosion and which is not reasonably necessary, and shall prevent any other person from doing such act.

14. The drum or other receptacle containing dangerous petroleum shall only be opened on the licensed premises at or immediately adjoining the storage shed and for the time necessary for drawing off the petroleum, and during such drawing-off every reasonable precaution shall be adopted for preventing the escape of dangerous petroleum or the vapour therefrom.

15. The following distances shall be kept clear from protected works round the storage shed:—

Quantity to be stored.	Distances to be kept clear.
Not exceeding 500 gallons ...	20 feet.
From 500 to 1,000 " ...	25 "
" 1,000 to 5,000 " ...	30 "
" 5,000 to 15,000 " ...	40 "
" 15,000 to 25,000 " ...	50 "
" 25,000 to 35,000 " ...	60 "
" 35,000 to 50,000 " ...	70 "
" 50,000 gallons and over ...	100 "

Provided that these distances may be reduced by the licensing authority on the recommendation of the Chief Inspector of Explosives in cases where screen walls are provided, or other special precautions taken, or where there are special circumstances that, in the opinion of the Chief Inspector of Explosives, warrant the reduction.

16. Provided that when the quantity to be possessed does not exceed 60 gallons, the provisions of conditions 8, 9 and 15 shall not apply, but the licensee shall observe the following conditions:—

(i) The storage shed in which the dangerous petroleum is stored shall be well ventilated and constructed of unflammable material, provided, however, that the doors and windows may be of wood.

(ii) Where a storage shed forms part of, or is attached to, another building and when the intervening floor or partition is of an unsubstantial or inflammable character or has openings therein, the whole of such building shall be

deemed to be the storage shed and no portion of such storage shed shall be used as a dwelling-house or as a place where persons assemble. The storage shed shall have a separate entrance from the open air distinct from any building or dwelling in which persons assemble.

17. The storage shed shall be liable to inspection by an officer not being of lower rank than a Sub-Inspector of Police authorized by the Government of Bengal in this behalf.

FORM C.

(RULE 4 OF CHAPTER IV OF PART II.)

License to possess dangerous petroleum in quantity not exceeding forty gallons.

No. _____ Fee Rs. 3.
 LICENSE is hereby granted to _____ for the storage, in the storage shed described below, of _____ gallons of dangerous petroleum subject to the rules for the storage of petroleum published in Notification No. 143 Marine, dated the 30th November 1914, and to the further conditions on the back of this license.

District Magistrate.

Commissioner of Police, Calcutta.

The _____ 19 _____

[Description of the storage shed above referred to]

ENDORSEMENT ON FORM C.

Conditions of License.

1. If the licensing officer call upon the holder of a license, by notice in writing, to execute any repairs of the storage shed which any, in the opinion of such officer, be necessary for the safety of the shed, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.

2. 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 section 6 of the Act, or any less quantity of such petroleum, except in accordance with the condition of the proviso to section 6 of the Act, as to the vessels in which the petroleum must be contained.

3. The petroleum shall be stored in gas-tight tinned or galvanized sheet iron, steel or lead plate receptacles containing each not more than ten gallons and fitted with well-made filling holes and well-fitting screw plugs, or fitted with screw cap or other cap with metal air-tight undercap. Such receptacles shall be packed in strong wooden cases, the thick-

ness of the wood to be not less than three-eighths of an inch: provided that wood cases shall not be necessary when the receptacles are made of tinned or galvanized sheet iron or steel, and have the following thickness of metal:—

Not less than

- | | |
|--|-------------|
| (1) When the capacity does not exceed two gallons | 27 B. W. G. |
| (2) When the capacity exceeds two gallons but does not exceed four gallons | 22 B. W. G. |
| (3) When the capacity exceeds four gallons but does not exceed eight gallons | 20 B. W. G. |
| (4) When the capacity exceeds eight gallons | 16 B. W. G. |
4. An air-space of at least one-tenth of its capacity shall be left in each receptacle at the time of filling.

5. Receptacles shall be so substantially constructed and secured as not to be liable, except under circumstances of grave negligence or extraordinary accident, to be broken or become defective, leaky or insecure.

6. The receptacles shall be labelled in accordance with the provisions of section 7 of the Act.

7. Any receptacle, before being repaired, shall be cleared of all dangerous petroleum and of all dangerous vapours arising from the same.

8. The storage shed in which the dangerous petroleum is stored shall be well ventilated and constructed of non-inflammable materials; provided, however, that the doors and windows may be of wood.

9. All ventilating openings in the storage shed shall be protected by strong wire-gauze.

10. No light, except a light of such strength, position and character as is not liable to ignite any inflammable vapour, nor fire of any description, shall be permitted at any time within the storage shed.

11. All due precautions shall be taken for the prevention of unauthorised persons having access to any dangerous petroleum kept and to the vessels containing or having actually contained the same.

12. Every person managing or employed on or in connection with the storage shed shall abstain from any act whatever which tends to cause fire or explosion and which is not reasonably necessary and shall prevent any other person from doing such act.

13. The drum or other receptacle containing dangerous petroleum, shall only be opened on the licensed premises at or immediately adjoining the storage shed and for the time necessary for drawing off the petroleum, and during such drawing-off every reasonable precaution shall be adopted for preventing the escape of dangerous petroleum or the vapour therefrom.

14. Where a storage shed forms a part of, or is attached to, another building, and where the intervening floor or partition is of an unsatisfactory or inflammable character or has openings therein, the whole of such building shall be deemed to be the storage shed, and no

portion of such storage shed shall be used as a dwelling or as a place where persons assemble. The storage shed shall have a separate entrance from the open air distinct from any building or dwelling in which persons assemble.

15. The storage shed shall be liable to inspection by an officer not being of lower rank than a Sub-Inspector of Police, authorised by the Government of Bengal in this behalf.

FORM D.

(RULE 7 OF CHAPTER IV OF PART II)

License to possess petroleum, not being dangerous petroleum, in a major installation.

No.	Fee Rs.
LICENSE is hereby granted to	for the storage, in
the place described below, of	gallons of petroleum, not
being dangerous petroleum, subject to the rules for the storage of	
petroleum published in Notification No. 143 Marine, dated 30th	
November 1914, and to the further conditions on the back of this	
license.	

Secretary to the Government of Bengal.

The 19 .
[Description of the place above referred to].

ENDORSEMENT ON FORM D.

Conditions of License.

1. Each tank shall either be separately surrounded by a wall or embankment of substantial construction, or shall be partially sunk in an excavation. The enclosure thus formed shall be of dimensions sufficient to contain 10 per cent. more oil than the tank is capable of containing, and shall be so constructed as to prevent the escape therefrom of any oil in the form of liquid, whether under the action of fire or otherwise. Settling or measuring tanks* may be situated within the wall or excavation, but otherwise the space enclosed by such wall or excavation, and not occupied by the tank, shall be kept entirely clear and unoccupied.

2. In the case of all storage sheds within the installation, either the doorways and other openings of the building shall be built up to a height of three feet above the level of the ground outside it, or the floor shall be sunk to a depth of three feet below the level of the ground, or the building itself shall be surrounded with a masonry wall or embankment or both not less than three feet high.

3. The height of any storage tank shall not be more than three-fifths of its diameter.

* These tanks shall not have a greater capacity than 30,000 gallons.

4. A distance of not less than one hundred feet shall be kept clear between one storage tank and another, or between a storage tank and a storage shed, the distance being measured between the nearest points of the perimeters of the storage tanks or storage sheds, as the case may be.

5. A distance of not less than one hundred and fifty feet shall be kept clear between any storage tank or shed and any protected work.

6. The distances specified in conditions 4 and 5 may be reduced by the Government of Bengal on the recommendation of the Chief Inspector of Explosives in cases where screen walls are provided or other special precautions taken or where there are special circumstances that, in the opinion of the Chief Inspector of Explosives, warrant the reduction.

7. No fire or lights other than those necessary for soldering purposes, shall be permitted within the installation except in the office, living quarters, engine-room, boiler-house and smithy.

FORM E.

(RULE 8 OF CHAPTER IV OF PART II)

License to possess petroleum, not being dangerous petroleum, in a minor installation.

No.	Fee Rs.
LICENSE is hereby granted to	for the storage
in the place described below, of	gallons of petroleum
not being dangerous petroleum, subject to the rules for the storage of	
petroleum published in Notification No. 143 Marine, dated 30th November	
1914, and to the further condition on the back of this license.	

District Magistrate.

Commissioner of Police, Calcutta.

The 19 .
[Description of the place referred to.]

ENDORSEMENT ON FORM E.

Conditions of License.

1. Every tank of which the capacity exceeds fifteen thousand gallons shall either be separately surrounded by a wall or embankment of substantial construction, or shall be sunk in an excavation. The enclosure thus formed shall be of dimensions sufficient to contain the total quantity of oil capable of being contained in the tank, and shall be so constructed as to prevent the escape therefrom of any oil in the form of liquid, whether under the action of fire or otherwise. The space enclosed by such wall or excavation and not occupied by the tanks, shall be kept entirely clear and unoccupied.

2. The distance to be kept clear between a tank and the walls or embankments which surround it shall be, measuring from the ground level—

(a) for horizontal tanks, not less than one-third the height of the tank;

(b) for perpendicular tanks, not less than one-half the height of the tank.

3. The height of walls or embankments surrounding the installation shall be not less than two feet six inches from the ground level.

4. The following distances shall be kept clear between the protected works not forming part of the installation and the enclosure walls or embankments:—

Where the number of gallons stored is—	Distance to be kept clear.
5,000 and under ...	Not less than 15 feet
Over 5,000 and up to 20,000 ...	Ditto 20 "
Over 20,000 and up to 50,000 ...	Ditto 30 "

Provided that these distances may be reduced by the Government of Bengal on the recommendation of the Chief Inspector of Explosives in cases where screen walls are provided or other special precautions taken, or where there are special circumstances which, in the opinion of the Chief Inspector of Explosives, warrant the reduction.

5. Soldering shall only be permitted in a separate room or building placed as far from the tanks as can be conveniently arranged, in which no storage or filling shall be permitted. No more tins shall be allowed in the soldering room at any one time than are necessary for expeditious working.

6. No fire or lights, except those necessary in the soldering room and watchman's house, shall be permitted.

7. If the installation contains tanks of which the capacity does not exceed fifteen thousand gallons, either—

(a) each tank shall be separately enclosed in the manner prescribed in condition 1, or

(b) the entire installation shall be surrounded by a masonry wall or embankment or a combination of these forming an enclosure of dimensions sufficient to contain, and prevent the overflow of, all the oil that may be stored at any one time within such walls or embankments.

8. In the case of all storage sheds within the installation, which is not surrounded by a masonry wall or embankment as provided in clause (b) of condition 7, either the doorways and other openings of the building shall be built up to a height of two feet above the level of the ground outside it, or the floor sunk to a depth of two feet below the level of the ground, so that the petroleum cannot flow out from the building in case of its escape from the receptacle in which it is contained, or the building itself shall be surrounded with a masonry wall or embankment or both not less than two feet high. When the quantity of petroleum stored exceeds 16,000 gallons, the height or depth shall be three feet. A combination of these methods is permissible.

FORM F.

(RULE 9 OF CHAPTER IV OF PART II.)

Special license to possess and transport dangerous petroleum for owners of motor-vehicles.

No. Free of charge.

LICENSE is hereby granted to owner (or hirer) of a motor-vehicle (or vehicles) for the possession of gallons of dangerous petroleum for use therein at * and for its transport on the said motor-vehicle (or vehicles), for the purpose of use therein, subject to the rules for the possession and transport of dangerous petroleum published in notification No. 143 Marine, dated 30th November 1914, and to the conditions at the back of this license.

Secretary to the Government of Bengal or an officer appointed by the Government of Bengal in this behalf.

When the quantity exceeds 40 gallons.
When the quantity does not exceed 40 gallons.

District Magistrate.

Commissioner of Police, Calcutta.

The

19

ENDORSEMENT ON FORM F.

Conditions of the license.

1. When not carried in a receptacle forming part of a motor-vehicle the dangerous petroleum shall not be kept, used or transported except in gas tight tinned or galvanized sheet iron, steel or lead plate drums or receptacles containing each not more than 4 gallons and fitted with well-made filling holes and well-fitting screw plugs, or fitted with screw cap or other cap with metal air-tight under-cap. Such drums or receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch. Provided that wood cases shall not be necessary when drums or receptacles are made of tinmed or galvanized sheet iron, or steel, and have the following thickness of metal:—

- | | |
|---|---------------------------|
| (1) When the capacity does not exceed 2 gallons ... | Not less than 27 B. W. G. |
| (2) When the capacity exceeds 2 gallons ... | 22 B. W. G. |

2. The drums or receptacles shall be so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure.

* Situation and description of storage shed above referred to.

3. Every such vessel, when used for transporting or keeping dangerous petroleum, shall bear the words "Dangerous petroleum—highly inflammable" legibly and indelibly stamped or marked thereon, or on a metallic or enamelled label attached thereto.

4. An air-space of at least one-tenth of its capacity shall be left in each drum or receptacle at the time of filling to allow for expansion of the dangerous petroleum.

5. Before repairs are done to any such vessel, that vessel shall, as far as practicable, be cleaned by the removal of all dangerous petroleum and of all dangerous vapours derived from the same.

6. The storage shed in which the dangerous petroleum is stored shall be well ventilated and constructed of un inflammable materials; provided, however, that the doors and windows may be of wood.

7. Where a storage shed forms part of, or is attached to, another building, and when the intervening floor or partition is of an unsubstantial or inflammable character, or has an opening therein, the whole of such building shall be deemed to be the storage shed, and no portion of such storage shed shall be used as a dwelling, or as a place where persons assemble. A storage shed shall have a separate entrance from the open air distinct from that of any dwelling or building in which persons assemble.

8. The amount of dangerous petroleum to be kept in any one storage shed, whether or not upon motor-vehicles, shall not exceed sixty gallons at any one time.

9. The filling or replenishing of any vessels with dangerous petroleum shall not be carried on, nor shall the contents of any such vessel be exposed, in the presence of fire or artificial light except a light of such construction, position and character as not to be liable to ignite any inflammable vapour, and no artificial light shall be brought within dangerous proximity of the place where any vessel containing dangerous petroleum is being kept.

10. In the case of all dangerous petroleum kept or transported for the purpose of, or in connection with, any motor-vehicle, (a) all due precautions shall be taken for the prevention of accidents by fire or explosion and for the prevention of accidents by fire access to any dangerous petroleum kept or transported and to the every person managing or employed on or in connection with any motor-vehicle shall abstain from every act whatever which tends to cause fire or explosion and which is not reasonably necessary, and shall prevent any other person from committing such act.

11. The storage shed shall be liable to inspection by an officer not being of lower rank than an Inspector of Police, authorised by the Government of Bengal in this behalf.

FORM G.

(RULE I OF CHAPTER V OF PART II.)

General license to transport petroleum other than dangerous petroleum.

No.

Fee Rs. 100.

A GENERAL license is hereby granted to _____ to transport petroleum, other than dangerous petroleum, subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the conditions at the back of this license.

This license shall continue in force till the _____

*District Magistrate,
Commissioner of Police, Calcutta.*

The

19

ENDORSEMENT ON FORM G.

Condition of the license.

The petroleum, if not in bulk, shall be packed in air-tight tins or drums of steel or iron, or other receptacles not easily broken, or in tank-carts of a pattern approved by the Government of Bengal in this behalf, or in bottles securely stoppered and carefully packed so as to avoid risk of breakage. Provided that petroleum which has a flash-point not below 200° Fahrenheit, if carried in ships to which the Native Passenger Ships Act, 1887 (X of 1887), applies, may be packed in sound, well-coopered wooden casks of not more than 50 gallons capacity.

FORM H.

(RULE 2 OF CHAPTER V OF PART II.)

General license to transport dangerous petroleum otherwise than in bulk.

No.

Fee Rs. 50.

A GENERAL license is hereby granted to _____ to transport dangerous petroleum otherwise than in bulk, subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this license.

This license shall continue in force till the _____

*Secretary to the Government of Bengal or
an officer appointed by the Govern-
ment of Bengal in this behalf.*

District Magistrate.

Commissioner of Police, Calcutta.

When the quantity to be transported
at a time exceeds 40 gallons.

When the quantity to be transported
at a time does not exceed 40 gallons.

The

19

ENDORSEMENT ON FORM H.

Conditions of license.

1. The petroleum must be contained in gas-tight tinned or galvanized sheet iron, steel or lead plate receptacles containing each not more than sixty-five gallons and fitted with well-made filling holes and well-fitting screw plugs, or with screw cap or other cap with metal air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch.

Provided that wooden cases shall not be necessary where the receptacles are made of tinned or galvanized sheet iron or steel, and have the following thickness of metal:—

	Not less than
(1) When the capacity does not exceed 2 gallons	27 B. W. G.
(2) When the capacity exceeds 2 but does not exceed 4 gallons	22 B. W. G.
(3) When the capacity exceeds 4 but does not exceed 8 gallons	20 B. W. G.
(4) When the capacity exceeds 8 but does not exceed 20 gallons	16 B. W. G.
(5) When the capacity exceeds 20 but does not exceed 30 gallons	14 B. W. G.
(6) When the capacity exceeds 30 but does not exceed 40 gallons	12 B. W. G.
(7) When the capacity exceeds 40 but does not exceed 65 gallons	10 B. W. G.

2. An air-space of at least one-tenth of its capacity must be left in each receptacle at the time of filling.

3. The receptacles must be so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.

4. The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.

FORM I.

(RULE 4 OF CHAPTER V OF PART II.)

PASS to be granted by the holder of General License No. _____ for the transport of _____ ^{otherwise than in bulk} _{in bulk or otherwise than in bulk} Subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this pass.

This pass covers (

* To be omitted when the petroleum is transported in bulk.

containing)*

— drums —
— tins —
— cases —
— packages —
— casks —
— iron-drum —

gallons of _____ while in transport from

petroleum being the property of _____

The _____

to _____

19 _____

Holder of General License No. _____

ENDORSEMENT ON FORM I.

Conditions of Pass.

I.—For dangerous petroleum in the case of the holder of a license in Form II.

1. The petroleum must be contained in gas-tight tinned or galvanized sheet iron, steel, or lead plate receptacles containing each not more than sixty-five gallons and fitted with well-made filling holes and well-fitting screw plugs, or with screw cap or other cap with air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch.

Provided that wooden cases shall not be necessary where the receptacles are made of tinned or galvanized sheet iron or steel, and have the following thickness of metal:—

	Not less than
(1) When the capacity does not exceed 2 gallons	27 B. W. G.
(2) When the capacity exceeds 2 but does not exceed 4 gallons	22 B. W. G.
(3) When the capacity exceeds 4 but does not exceed 8 gallons	20 B. W. G.
(4) When the capacity exceeds 8 but does not exceed 20 gallons	16 B. W. G.
(5) When the capacity exceeds 20 but does not exceed 30 gallons	14 B. W. G.
(6) When the capacity exceeds 30 but does not exceed 40 gallons	12 B. W. G.
(7) When the capacity exceeds forty but does not exceed sixty-five gallons	10 B. W. G.

2. An air-space of at least one-tenth of its capacity must be left in each receptacle at the time of filling.

3. The receptacles must be so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.

The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.

II.—For dangerous petroleum in the case of the holder of a license in Form L.

1. The quantity of dangerous petroleum to be transported under this pass shall not exceed 60 gallons.

2. The petroleum must be contained in gas-tight tinned or galvanized sheet iron, steel or lead plate receptacles containing each not more than four gallons and fitted with well-made filling holes and well-fitting screw plugs, or with screw cap or other cap with metal air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch.

Provided that wooden cases shall not be necessary where the receptacles are made of tinned or galvanized sheet iron or steel and have the following thickness of metal:—

- | | | |
|---|---------------|-------------|
| (1) When the capacity does not exceed 2 gallons ... | Not less than | 27 R. W. G. |
| (2) When the capacity exceeds 2 gallons ... | | 22 B. W. G. |
3. An air-space of at least one-tenth of its capacity must be left in each receptacle at the time of filling.
4. The receptacles must be so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.

5. The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.

III.—For petroleum other than dangerous petroleum.

The petroleum, if not in bulk, shall be packed in air-tight tins or drums of steel or iron or other receptacles not easily broken, or in tank-carts of a pattern approved by the Government of Bengal in this behalf, or in bottles securely stoppered and carefully packed so as to avoid risk of breakage. Provided that petroleum which has a flash-point not below 200° Fahrenheit, if carried in ships to which the Native Passenger Ships Act, 1887 (X of 1887) applies, may be packed in sound, well-coopered wooden casks of not more than 50-gallons capacity.

FORM J.

(RULE 5 OF CHAPTER V OF PART II.)

Special License to transport petroleum other than dangerous petroleum.

No.	to	Fee Rs.
LICENSE is hereby granted to	cases or packages containing	gallons
	to	to transport from

* To be omitted when the petroleum is transported in bulk.

of petroleum subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the further condition on the back of this license.

The license shall continue in force till the day of

District Magistrate,
Commissioner of Police, Calcutta.

The 19

ENDORSEMENT ON FORM J.

Condition of the License.

The petroleum, if not in bulk, shall be packed in air-tight tins or drums of steel or iron, or other receptacles not easily broken, or in tank-

carts of a pattern approved by the Government of Bengal in this behalf, or in bottles securely stoppered and carefully packed so as to avoid risk of breakage. Provided that petroleum which has a flash-point not below 200° Fahrenheit, if carried in ships to which the Native Passenger Ships Act, 1887 (X of 1887), applies may be packed in sound, well-coopered wooden cask of not more than 50-gallons capacity.

FORM K.

(RULE 6 OF CHAPTER V OF PART II.)

Special License to transport dangerous petroleum.

No.	to	Fee Rs.
LICENSE is hereby granted to	cases or packages containing in all	gallons
of dangerous petroleum from	to	

subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this license.

The amount of petroleum in each case or package is stated below.

This license shall continue in force till the day of

Secretary to the Government of Bengal or
an officer appointed by the Government
of Bengal in this behalf.

When the quantity exceeds 40 gallons.	District Magistrate.
When the quantity does not exceed 40 gallons.	Commissioner of Police, Calcutta.

The 19

ENDORSEMENT ON FORM K.

Conditions of License.

The petroleum must be contained in gas-tight tinned or galvanized sheet iron, steel or lead plate receptacles containing each not more than sixty-five gallons and fitted with well-made filling holes and well-fitting screw plugs, or with screw cap or other cap with metal air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch:

Provided that wooden cases shall not be necessary where the receptacles are made of tinned, or galvanized sheet iron or steel, and have the following thickness of metal:—

- | | | |
|---|---------------|-------------|
| (1) When the capacity does not exceed 2 gallons ... | Not less than | 27 B. W. G. |
| (2) When the capacity exceeds 2 but does not exceed 4 gallons ... | | 22 B. W. G. |
| (3) When the capacity exceeds 4 but does not exceed 8 gallons ... | | 20 B. W. G. |

- | | |
|---|---------------|
| | Not less than |
| (4) When the capacity exceeds 8 but does not exceed 20 gallons ... | 16 B. W. G. |
| (5) When the capacity exceeds 20 but does not exceed 30 gallons ... | 14 B. W. G. |
| (6) When the capacity exceeds 30 but does not exceed 40 gallons ... | 12 B. W. G. |
| (7) When the capacity exceeds 40 but does not exceed sixty-five gallons ... | 10 B. W. G. |
2. An air-space of at least one-tenth of its capacity must be left in each receptacle at the time of filling.
3. The receptacles must be so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.
4. The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.

FORM L.

(RULE 9 OF CHAPTER V OF PART II.)

General License to the owner of a motor-vehicle to transport dangerous petroleum otherwise than on a motor-vehicle.

No. _____ Fee Rs. 5.

A GENERAL license is hereby granted to _____ to transport dangerous petroleum, otherwise than in bulk, up to $\frac{40}{100}$ gallons at a time subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of the license.

This license shall continue in force till the

*Secretary to the Government of Bengal
or an officer appointed by the Government
of Bengal in this behalf.*

District Magistrate.

Commissioner of Police, Calcutta.

When the quantity exceeds 40 gallons.
When the quantity does not exceed 40 gallons.

The

19

ENDORSEMENT ON FORM L.

Conditions of License.

1. The petroleum must be contained in gas-tight tinned or galvanized sheet, iron, steel, or lead-plate receptacles containing each not more than 4 gallons and fitted with well-made filling holes and tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch.

Provided that wooden cases shall not be necessary where the receptacles are made of tinned or galvanized sheet iron or steel and have the following thickness of metal:—

- | | |
|---|---------------|
| | Not less than |
| (1) When the capacity does not exceed 2 gallons ... | 27 B. W. G. |
| (2) When the capacity exceeds 2 gallons ... | 22 B. W. G. |

2. An air-space of at least one-tenth of its capacity must be left in each receptacle at the time of filling.

3. The receptacles must be so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.

4. The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.

FORM M.

[RULE 22 (2) OF PART III.]

General License to import dangerous petroleum in quantities exceeding 40 gallons.

A GENERAL license is hereby granted to _____, ^{Calcutta,} ^{Chittagong,} subject to the rules contained in Part III of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this license.

This license shall continue in force till the

*Secretary to the Government of Bengal or
an officer appointed by the Government
of Bengal in this behalf.*

The

19

ENDORSEMENT ON FORM M.

In the case of dangerous petroleum imported otherwise than in bulk this license shall be subject to the following conditions.

1. Dangerous petroleum imported otherwise than in bulk shall be imported in gas-tight tinned or galvanized sheet iron, steel, or lead plate receptacles containing each not more than 65 gallons and fitted with well-made filling holes and well-fitting screw plugs, or with screw cap or other cap with metal air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch.

Provided that wooden cases shall not be necessary where the receptacles are made of timber or galvanized sheet iron or steel and have the following thickness of metal:—

	Not less than
(1) When the capacity does not exceed 2 gallons	27 B. W. G.
(2) When the capacity exceeds 2 but does not exceed 4 gallons	22 B. W. G.
(3) When the capacity exceeds 4 but does not exceed 8 gallons	20 B. W. G.
(4) When the capacity exceeds 8 but does not exceed 20 gallons	16 B. W. G.
(5) When the capacity exceeds 20 but does not exceed 30 gallons	14 B. W. G.
(6) When the capacity exceeds 30 but does not exceed 40 gallons	12 B. W. G.
(7) When the capacity exceeds 40 but does not exceed sixty-five gallons	10 B. W. G.

2. An air-space of at least one-tenth of its capacity shall be left in each receptacle at the time of filling.

3. The receptacles must be so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.

FORM P.

(RULE 8 A OF CHAPTER IV OF PART II.)

License to possess dangerous petroleum in bulk.

No. _____ Fee Rs. _____

LICENSE is hereby granted to _____ for the storage, in the place described below, of _____ gallons of dangerous petroleum subject to the rules for the storage of petroleum published in Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this license.

Secretary to the Government of Bengal or an officer appointed by the Government of Bengal to this behalf.

The

191

(Description of the place above referred to.)

ENDORSEMENT ON FORM P.

Conditions of License.

1. Each tank containing dangerous petroleum shall either be separately surrounded by a wall or embankment of substantial construction, or shall be partially sunk in an excavation. The enclosure thus formed shall be of dimensions sufficient to contain 10 per cent.

more oil than the tank is capable of containing, and shall be so constructed as to prevent the escape therefrom of any oil in the form of liquid, whether under the action of fire or otherwise. Settling or measuring tanks* may be situated within the wall or excavation, but otherwise the space enclosed by such wall or excavation, and not occupied by the tank, shall be kept entirely clear and unoccupied.

2. In the case of all filling or storage sheds within the installation either the doorways and other openings of the building shall be built up to a height of three feet above the level of the ground outside it, or the floor shall be sunk to a depth of three feet below the level of the ground, or the building itself shall be surrounded with a masonry wall or embankment or both not less than three feet high.

3. The height of any storage tank shall not be more than three-fifths of its diameter.

4. A distance of not less than 200 feet shall be kept clear between a storage tank containing dangerous petroleum and any other storage tank or between such a storage tank and a storage or filling shed, the distance being measured between the nearest points of the perimeters of the storage tanks or storage or filling sheds, as the case may be.

5. A distance of not less than 150 feet shall be kept clear between any filling or storage shed and any protected works.

6. A distance of not less than 200 feet shall be kept clear between any storage tank containing dangerous petroleum and any protected work.

7. Every person managing or employed on or in connection with the place of storage shall abstain from any act whatever which tends to cause fire or explosion and which is not reasonably necessary and shall prevent any other person from doing such act.

8. No light other than electric lights and no fire shall be permitted at any time within 100 feet of any tank or storage shed.

9. No repairs shall be carried out in any tank which contains or has contained dangerous petroleum, until the tank has been thoroughly cleared of all petroleum and of all gases and vapours derived from the same.

10. The distances specified in conditions 4, 5, and 6 may be reduced by the Local Government on the recommendation of the Chief Inspector of Explosives in cases where screen walls are provided, or other special precautions taken, or where there are special circumstances which, in the opinion of the Chief Inspector of Explosives, warrant the reduction.

Notification.—The 31st August, 1911.

No. 91 Marine.—In exercise of the power conferred by section 3, sub-section (2), clause (a), of the Indian Petroleum Act, 1899

* These tanks shall not have a greater capacity than 30,000 gallons.

(VIII) of 1899), and in supersession of Notification No. 90 Marine, dated the 25th July 1904, the Lieutenant-Governor in Council, pleased to declare that all petroleum (except dangerous petroleum in bulk), which is imported into the port of Calcutta from any part in British India, by sea or across intervening territory not being part of British India, shall, for all the purposes of that Act, be deemed to be transported.

T. BUTLER,

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 6th September 1903.—The following notification by the Government of India, publishing rules for regulating the carriage of petroleum in native passenger ships, is re-published for general information.

No. 5100-S. 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.

(b) Each consignment of petroleum shipped shall be covered by a declaration made and signed by the shipper in Form A (thereto annexed), if the petroleum has been imported into British India, and otherwise in Form B.

(c) Petroleum shall be shipped either in tins enclosed in outer wooden cases or in hermetically sealed iron or steel drums. Provided that oil-ferrul, with a flushing point not below 200° Fahrenheit, may also be shipped in sound, well-coopered wooden casks of not more than 50 gallons capacity.

(d) The nature of every consignment of petroleum shipped shall be marked on the outside of the package containing it.

(e) 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.

(f) 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 pad-locked.

(g) 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.

(h) 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.

(i) 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.

(j) 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.

(k) 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.

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

Secretary to the Government of Bengal.

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:—

Control of Bulk-oil vessels in the port of Calcutta.

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 cleaning.

*4. No bulk-oil steamer shall be taken amongst other shipping or into any wet or dry dock until her master produces a certificate from the testing officer stationed at Budge-Budge certifying that the oil compartments are free from petroleum and petroleum vapour.

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.

NOTIFICATION—No. 66 MARINE.

The 24th May 1915.—In exercise of the power conferred by rule 22 in Part III of the rules published under Notification No. 143 Marine, dated the 30th November 1914, relating to the importation, possession and transport of petroleum in the Presidency of Fort William in Bengal, the Governor in Council is pleased to appoint the following officers to whom applications for import licences under section 5 of the Indian Petroleum Act, 1899, shall be submitted by persons desirous of importing dangerous petroleum in quantities exceeding 40 gallons:—

For the Port of Calcutta ... The Commissioner and Deputy Commissioner of Police, Calcutta.

For the Port of Chittagong... The Collector of Customs, Chittagong.

F. A. A. COWLEY,

Offg. Secy. to the Government of Bengal.

* Vide Notification No. 120 Mns. of 29th October 1915.

Form of Certificate prescribed by the Government of Bengal under Rule 1 (b), Part I of the Rules for the possession, transport and importation of Petroleum to be granted at the port of shipment for "Certificated Petroleum".

Certified that ^{sample} ^{samples} of the oil of the description given below for shipment per S.S. _____ to _____
has been tested by me and that its flashing point is as stated against same.

Description of oil whether in cases, in casks, in drums in tanks or in bulk.	Brand.	No. of cases, casks, drums or tanks.	Quantity in	Flashing point by Abels test.

Port of shipment _____

Dated _____ the _____ day 191 _____

NAME OF SHIPPER.

Signature and designation of Testing Officer.

CARBIDE OF CALCIUM.

NOTIFICATION—No. 41 Marine of 19th April 1906.

PART I.—OF IMPORTATION OF CARBIDE OF CALCIUM.

1. Carbide of calcium may be imported only at the port of Calcutta.

2. The master or the agent of the owner of every ship arriving at any such port and carrying carbide of calcium shall, on entering the harbour and before landing any cargo, declare in writing to the Collector of Customs, and also to the Port Officer or Harbour Master, the quantity and description of such carbide of calcium; and the master shall moor the ship in such place as the Port Officer or Harbour Master may direct, and, while any carbide of calcium remains on board, shall not, except for the purpose of proceeding to sea, remove the ship without the written permission of the Port Officer or Harbour Master.

3. Carbide of calcium shall be brought into port only in substantial hermetically closed metal vessels each containing not more than two hundred and twenty-four pounds, having no copper in their construction and bearing the label and caution hereinafter prescribed by rule 1 of Part V.

Opening of vessels within limits of port. 4. No vessel containing carbide of calcium shall be opened within the limits of the port.

5. (1) Every reasonable precaution shall be taken to prevent the contact of water or moisture with any carbide of calcium brought into port, and where such contact may have occurred, to prevent the gas generated from being ignited.

(2) The hold of every ship bringing carbide of calcium into port shall, from the time of the vessel's entering the port until all the carbide of calcium on board has been discharged or until the ship has left the port be efficiently ventilated.

6. The master or the agent of the owner of any ship in port shall, when so required by the Collector of Customs or by the Port Officer or Harbour Master, or by any Police Officer of or above the rank of Inspector appointed by the Commissioner of Police in this behalf by order in writing, show to such officer all carbide of calcium under his control on board, and shall afford every reasonable facility to enable such officer to inspect and examine such carbide of calcium so as to ascertain whether these rules are duly observed.

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

8. On receipt of the declaration referred to in rule 2, the Collector of Customs shall permit the carbide of calcium to be landed.

Permission for
landing.

ACETYLENE *

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

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

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

Provided also, that, subject to the conditions hereinafter specified, acetylene, when in admixture with oil-gas (that is to say, a gas manufactured from mineral oil), shall not be deemed to be an explosive within the meaning of the said Act, when under compression—

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

Provided also that, subject to the conditions hereinafter specified, acetylene, when contained in a homogeneous porous substance, with or without acetone, shall not be deemed to be an explosive within the meaning of the said Act—

- (1) The pressure shall not exceed one hundred and fifty pounds to the square inch.

* Government of India Notification No. 706-39 of 20th January, 1915.

- (2) The porous substance shall fill, as completely as possible, the cylinder or other vessel into which the acetylene is compressed, and the porosity of the substance shall not exceed eighty per cent.

- (3) Every cylinder or other vessel into which acetylene is to be compressed shall be thoroughly tested to a pressure of not less than double that to which the vessel is to be subjected in use, and shall be fitted with a fusible plug designed to act at or below a temperature of 212° F.

- (4) Every cylinder or vessel in which acetylene is compressed shall be permanently and conspicuously marked with the name of the manufacturer and the words—"Acetylene compressed into porous substance exempted by Government of India, Department of Commerce and Industry, Notification No. 706-30, dated the 30th January 1915," and shall bear a label giving the date when it was last filled together with the name and address of the filler.

- (5) When acetone is used for absorbing the acetylene due precaution shall be taken that the quantity of acetone is such that when fully charged with acetylene it does not completely fill the porosity of the porous substance.

When the operation of compressing the Acetylene is carried out in British India :—

- (6) The apparatus by means of which the acetylene is compressed into a porous substance shall be fitted with a safety valve designed to act at a pressure of 200 lbs. per square inch, and shall be surrounded by rope mandrels in such a manner as efficiently to protect the operators.

II. The Governor-General in Council is pleased to prohibit absolutely the manufacture, possession and importation of such acetylene as is declared by paragraph I of this Notification to be an explosive.

RULES UNDER GLANDERS AND FARCY ACT.

Notification—No. 7239 Agri., The 2nd September 1916.

RULES.

1. In these rules—

Definition of terms used in these rules.

- (1) "the Act" means the Glanders and Farcy Act, 1899 (XIII of 1899);
- (2) "the hospital" means the Contagious Diseases (Animals) Hospital attached to the Bengal Veterinary College, Belgaum;
- (3) "Inspector" means an Inspector appointed under section 4 of the Act;
- (4) "the port" means the Port of Calcutta, and includes the River Hooghly and the channels leading to the said port;
- (5) "Schedule" means a schedule annexed to these rules;
- (6) "Principal" means Principal, Bengal Veterinary College, or any other officer in charge;
- (7) "Veterinary Practitioner" means a Veterinary Practitioner appointed under the Act.

N.B.—By virtue of section 20 of General Clauses Act, 1897 (X of 1897), expressions used in these rules have the same meaning as in the Glanders and Farcy Act, 1899, consequently the expression "diseased" has the meaning stated in section 2 (1) of the latter Act, and the word "horsem" includes asses and mules—see section 2 (2) of that Act.

2. The operations under the Act in the port shall be under the direction of the Principal, Bengal Veterinary College.

3. Whenever a vessel with one or more horses on board arrives off Saugor Island,—

- (1) the Master shall—

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

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

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

Note.—The telegraphic address of the Principal is "Bemol" Calcutta.

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

5. (1) Whenever a vessel with one or more horses on board is in or about to enter the port, an Inspector may board the vessel for the purpose of ascertaining whether there is any horse which is diseased.

(2) All inspections of horses made by an Inspector under section 5 of the Act shall be made in the presence of the Master or some other officer of the vessel, and of the owner or person in charge of the horses, if he desires to attend.

(3) Before making any such entry, the Inspector shall, if so required, produce his certificate of appointment. Every such certificate shall be in the form contained in Schedule I.

(4) When making any such entry and inspection, the Inspector may be accompanied by any other Inspector or a Veterinary Practitioner or a member of the Veterinary Preventive Force whom he may consider it necessary to take with him.

(5) The Master and every officer of such vessel and the owner or person in charge of the horses on board shall give free access to the Inspector and the persons (if any) accompanying him, and shall in every way facilitate his inspection.

6. (1) Whenever an Inspector having reason to believe that any horse on board a vessel in the port is diseased or has been in contact with a diseased horse seizes such horse to be diseased, such horse under section 6 of the Act, he shall deliver the same to a member of the Veterinary Preventive Force to be taken to a Veterinary Practitioner.

(2) Such suspected horse shall ordinarily be taken, with all due care for the prevention of contagion to other horses and to human beings, to the hospital, there to be dealt with in accordance with the provisions of the Act and of these rules.

(3) Any horse so sent to the hospital may be detained for such time as the officer in charge may consider necessary, and may be submitted to any recognized test.

7. (1) When an Inspector seizes a horse he shall present to the Master of the vessel, or to the owner or person in charge of the horse, a notice of seizure in the form of Schedule II and a printed copy of these rules.

(2) If the Inspector is a Veterinary Practitioner and if the horse is found on examination to be diseased, he shall also present to such owner or person a certificate in the form set forth in Schedule III.

(3) If the Inspector is not a Veterinary Practitioner, and if the horse is found on examination by a Veterinary Practitioner to be diseased, the Inspector shall, as soon as practicable, procure from such practitioner a certificate in the said form, and shall serve a copy of it on the said Master, owner or person.

8. When the destruction of a horse has been ordered under section 8 of the Act, it shall be destroyed humanely in the presence of an Inspector, and the carcass shall be disposed of in the presence of a member of the Veterinary Preventive Force.

9. If any horse is certified under section 8 of the Act to be suffering from surra or lymphangitis epizootica, a Veterinary Practitioner may, with the consent of the owner, direct that such horse shall be medically treated in such a manner and at such a place as to ensure that no danger to any other horse is entailed:—

Provided as follows:—

(1) no horse so treated shall be discharged unless certified to be cured of the disease by an examination at the Bacteriological Laboratory of the Bengal Veterinary College at Belgaia, and

(2) in the event of the disease proving incurable, the horse shall be humanely destroyed in the presence of an Inspector.

No horse certified to be suffering from surra or lymphangitis epizootica shall be destroyed until the existence of one of the said diseases has been confirmed by a bacteriological examination at the Bacteriological Laboratory of the Bengal Veterinary College at Belgaia.

10. When a horse or carcass which is diseased or believed to be diseased is about to be removed to another place for examination, slaughter, cremation, burial or any other lawful purpose, the owner or person in charge of the horse or carcass shall attach a suitable covering over the nostrils and to any other part of the body from which infectious matter may escape, so as to minimize the danger of spreading infection during removal.

11. (1) If a diseased horse dies, or is destroyed under the Act, the owner or person in charge of it shall, as soon as possible, and with all due care for the prevention of contagion to other horses and to human beings cause the carcass to be taken to a suitable place to be there burnt or buried or otherwise disposed of in the safest and most efficacious manner practicable.

(2) The means of disposal to be adopted shall be decided in each case by an Inspector, and the work shall be carried out under the supervision of a member of the Veterinary Preventive Force.

12. (1) Whenever an Inspector issues a notice under section 9 of the Act to the Master or the officer in charge of a vessel to have the same disinfected, such disinfection shall be regulated as follows, namely:—

- (a) all refuse derived from cleansing, and all dung, litter, straw, grass or hay, shall be taken to a suitable place and burnt;
- (b) every piece of stable gear connected in any way with a diseased horse, including feeding-troughs, pails and battens, shall be burnt;
- (c) every part of the vessel which has been within the reach of a diseased or suspected horse shall be thoroughly scraped;
- (d) in the case of a steam vessel,—
 - (i) superheated steam shall be turned on and carefully applied to every part of the deck, hold or other place which has been occupied by any horse;
 - (ii) the deck, hold or other place, shall then be washed with soft soap and hot water containing 5 per cent. crude carbolic acid or phenyle; and
 - (iii) the said place shall then be freely ventilated;
- (e) in the case of a sailing ship or of a steamship unprovided with a steam hose, the procedure prescribed in clause (d) shall be adopted, except that scrubbing with hot water may be substituted for the use of a steam hose.

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

13. (1) Every vessel which has been disinfected under rule 12 shall, after disinfection, be examined by an Inspector.

(2) The Master or officer in charge of any such vessel shall give such Inspector all reasonable facilities for such examination.

(3) If the Inspector is not satisfied that the work of disinfecting any vessel has been thoroughly done, he may pass such orders as he may consider necessary to secure the proper disinfection of the vessel

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

14. The expense of detaining, isolating and testing under the Act of these rules any horse which a Veterinary Practitioner has certified to be diseased shall be recovered from the owner or the person who was in charge of the horse:—

Provided that the whole or any part of such expense may be remitted and debited to the Government by the Principal, Bengal Veterinary College, if it is proved to his satisfaction that the debtor has executed promptly and thoroughly all the duties laid upon him by or under the Act or these rules.

15. All sums due from any person under rule 14 shall be recoverable on application to a Magistrate, as if they were fines.

16. If, after completing the examination, the Veterinary Practitioner is of opinion that the horse is not diseased, the expenses incurred shall be debited to Government.

17. In the event of obstruction the Police shall, on the written application of an Inspector, a Veterinary Practitioner, or a member of the Veterinary Preventive Force, render such assistance as may be necessary to enable them to perform their duties under the Act and these rules.

18. Every Inspector and every member of the Veterinary Preventive Force who is not a gazetted or commissioned officer shall, when on duty, wear a distinctive uniform prescribed for his department: Provided that the Principal may exempt any officer from compliance with this rule.

19. Whoever commits a breach of any of these rules shall be punishable with imprisonment for a term which may extend to one month, or with fine which may extend to fifty rupees, or with both.

20. (1) Compensation may be given to the owner of a horse which is—

- (1) clinically diseased;
- (2) apparently healthy and shows no outward symptoms of disease, but which has been in contact with a diseased horse and reacts under the recognized test and is thus proved to be diseased:

Provided as follows:—

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

- (b) in the opinion of the Veterinary Practitioner, it was apparently free from disease at the time when it came to be the property of its present owner;
- (c) it is not the property of the Government or of a District or Local Board or Municipality or of a company subsidised by Government or local authorities or of an asylum for animals;
- (d) the owner of the infected horse has exercised reasonable expedition in bringing the case to the notice of an Inspector.
- (e) the owner has given all reasonable assistance to such Inspector and to the officers of the Veterinary Department in preventing the spread of infection;
- (f) the premises, harness, etc., have been disinfected or cleaned to the satisfaction of an Inspector.

The Principal shall determine the value of the horse

(2) The scale of compensation will be—

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

The estimate is to be based on the value of the horse immediately before it became subject to the rules under the Glanders and Farcy Act, 1899.

Explanation I.—The object of conditions (a) and (b) in sub-rule (1) is to discourage any dealing in or importation of horses known or suspected to be diseased.

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

SCHEDULE I.

[See Rule 5.]

GLANDERS AND FARCY ACT, 1899.

Certificate of the Appointment of Inspector.

Certified that _____ has been appointed by Government notification No. _____, dated the _____, to be an Inspector under the Act, to exercise and perform the powers conferred and the duties imposed by that Act on such officers.

BELGACHIA, CALCUTTA,

The

191

Principal,

Bengal Veterinary College.

SCHEDULE II.

[See Rule 7.]

(Notice of seizure under Glanders and Farcy Act, 1899.)

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

Inspector under the Act.

SCHEDULE III.

[See Rule 7.]

GLANDERS AND FARCY ACT, 1899.

Certificate that a horse is diseased.

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

A horse, as noted in the margin, said to belong to _____, or to have been in charge of _____ of _____, having been seized under the said Act by Inspector _____, I have this _____ 191 _____, day, the _____ of _____ examined the said horse and believe it to be diseased within the meaning of section 2 (1) of the said Act.

BELGACHIA, CALCUTTA.

The

191

Veterinary Practitioner.

Published in the Calcutta Gazette, dated the 6th September 1916, Part I. pages 1575 to 1579.

RIVER DUES.

NOTIFICATION No. 35—MARINE.

Calcutta, the 17th March 1908.—It is hereby notified, for general information, under the provisions of section 109 of the Calcutta Port Act, 1890, that, from the 1st April 1908, the following charges, framed by the Commissioners under section 103 of that Act, as amended by the Calcutta Port (Amendment) Act, 1907, will be levied by way of *River Due* upon 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 landed or shipped at any dock, wharf, quay, stage, jetty or pier belonging to the Commissioners, viz.:—

On all goods including coal other than bunker coal and manganese ore	... 4 annas per ton.
On coal loaded into vessel's bunkers for consumption on board the vessel	... 3 " "
On manganese ore	... 1½ " "

Goods landed from one vessel and shipped into another vessel in the course of transshipment within the port, shall be exempted from the payment of river due; also ballast, with the exception of dressed stone.

On miscellaneous general cargo, landed or shipped at the jetties or the docks, for which the landing and shipping charges are not levied on the ton by weight, one-fifth of those charges will be levied as river due.

On goods landed or shipped over the Inland Vessels' wharves or otherwise than through the docks or jetties, due shall be levied on the actual weight where such is ascertainable, and in all other cases in accordance with the weights and measurements given in the schedule in force for the Inland Vessels' Wharves.

R. E. CARTER,

Offg. Secy. to the Govt. of Bengal.

NOTE.—The shipping charge on jute, hemp, cotton, kapok, wool and tea-waste in bags is leviable by bale and bag respectively, but the *River Due* is leviable by weight.

N.B.—For River Due on petroleum see page 99.

SPECIAL WAR SURTAX ON GOODS AND SHIPPING.

NOTIFICATION.

Whereas owing to the loss of traffic due to the War it appears to the Commissioners and to the Local Government that the ordinary revenue of the Trust will be insufficient to meet the working expenses and the interest and sinking fund charges on loans raised and to be raised for the extensions required by the shipping and trade, and that it is therefore necessary to resort temporarily to special measures of taxation for the purposes of the port.

It is hereby notified for general information, under the provisions of Section 109 of the Calcutta Port Act (E.C.) III of 1890 and with the approval of the Governor in Council, that the following charges, framed by the Commissioners under Section 108 of the Act, will be levied, in addition to the ordinary river dues, upon 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 landed or shipped at any dock, wharf, quay, stage or jetty belonging to the Commissioners, with effect from the 1st February 1915 and until further notice, viz.:—

On all goods excluding coal, manganese ore and pig iron	... 6 annas per ton.
On manganese ore	... 1½ " "

NOTE.—In the case of goods, the landing and shipping charges on which are not levied by weight, the ton, for the purposes of the surtax, shall be as defined in the Inland Vessels Wharves Schedule, e.g., piece-goods, 4 bales or cases to the ton; cement, 6 barrels to the ton, etc.

From the 1st April 1916, and for a period not less than that during which the above charges shall remain in force, the following additional charges will be levied on coal and pig iron, viz.:—

Shipment coal	... 2 annas per ton.
Bunker coal	... 1 anna " "
Pig iron	... 4 annas " "

With effect from the 1st February 1915 a surcharge of 50 per cent. will be made on the miscellaneous charges payable by shipping, exclusive of Pilotage, Port Dues and Hospital Dues, that is to say, on Jetty Hire, Mooring Hire and Dock Dues, Fees and charges for work done by Harbour Masters, Orange, Night Work and Overtime, Hire of vessels and appliances, Dry Dock charges, Stevedoring (Petroleum Wharf only), and such charges on goods as are debitable to Vessels' account.

By order of the Commissioners,

S. C. WILLIAMS,

Secretary.

15

17th January, 1915.

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 Honour 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,

20th May, 1903.

Secretary.

SCHEDULE A.

Scale of rates to be charged on imports at the Jetties and Docks.

No.	DESCRIPTION.	Wharfe.	Removal.	Wharf rent per month on goods not cleared within two clear working days after date of landing.
		Rs. As. P.	Rs. As. P.	Rs. As. P.
1	Alum per cwt.	0 1 0	0 0 0	0 8 0
2	Ammonium-sulphate	0 1 0	0 0 0	0 8 0
3	Aside	See Medicines.		
4	Bs. domestic, per case	0 0 0	0 0 0	2 0 0
5	Antid. water, per dozen quarts	0 0 0	0 0 0	0 0 0
6	Alumina, per cwt.	0 0 0	0 0 0	0 0 0
7	Alum	0 0 0	0 0 0	0 0 0
8	Alum	0 0 0	0 0 0	0 0 0
9	Alum	0 0 0	0 0 0	0 0 0
10	Alum	0 0 0	0 0 0	0 0 0
11	Antid. water, per package	0 0 0	0 0 0	0 0 0
12	Antid. water, per package	0 0 0	0 0 0	0 0 0
13	Antid. water, per package	0 0 0	0 0 0	0 0 0
14	Antid. water, per cwt.	0 0 0	0 0 0	0 0 0
15	Antid. water, per cwt.	0 0 0	0 0 0	0 0 0
16	Asphalt	0 0 0	0 0 0	0 0 0
17	Asphalt	0 0 0	0 0 0	0 0 0
18	Asphalt	0 0 0	0 0 0	0 0 0
19	Asphalt	0 0 0	0 0 0	0 0 0
20	Asphalt	0 0 0	0 0 0	0 0 0
21	Asphalt	0 0 0	0 0 0	0 0 0
22	Asphalt	0 0 0	0 0 0	0 0 0
23	Asphalt	0 0 0	0 0 0	0 0 0
24	Asphalt	0 0 0	0 0 0	0 0 0
25	Asphalt	0 0 0	0 0 0	0 0 0
26	Asphalt	0 0 0	0 0 0	0 0 0
27	Asphalt	0 0 0	0 0 0	0 0 0
28	Asphalt	0 0 0	0 0 0	0 0 0
29	Asphalt	0 0 0	0 0 0	0 0 0
30	Asphalt	0 0 0	0 0 0	0 0 0
31	Asphalt	0 0 0	0 0 0	0 0 0
32	Asphalt	0 0 0	0 0 0	0 0 0
33	Asphalt	0 0 0	0 0 0	0 0 0
34	Asphalt	0 0 0	0 0 0	0 0 0
35	Asphalt	0 0 0	0 0 0	0 0 0
36	Asphalt	0 0 0	0 0 0	0 0 0
37	Asphalt	0 0 0	0 0 0	0 0 0
38	Asphalt	0 0 0	0 0 0	0 0 0
39	Asphalt	0 0 0	0 0 0	0 0 0
40	Asphalt	0 0 0	0 0 0	0 0 0
41	Asphalt	0 0 0	0 0 0	0 0 0
42	Asphalt	0 0 0	0 0 0	0 0 0
43	Asphalt	0 0 0	0 0 0	0 0 0
44	Asphalt	0 0 0	0 0 0	0 0 0
45	Asphalt	0 0 0	0 0 0	0 0 0
46	Asphalt	0 0 0	0 0 0	0 0 0
47	Asphalt	0 0 0	0 0 0	0 0 0
48	Asphalt	0 0 0	0 0 0	0 0 0
49	Asphalt	0 0 0	0 0 0	0 0 0
50	Asphalt	0 0 0	0 0 0	0 0 0
51	Asphalt	0 0 0	0 0 0	0 0 0
52	Asphalt	0 0 0	0 0 0	0 0 0
53	Asphalt	0 0 0	0 0 0	0 0 0
54	Asphalt	0 0 0	0 0 0	0 0 0
55	Asphalt	0 0 0	0 0 0	0 0 0
56	Asphalt	0 0 0	0 0 0	0 0 0
57	Asphalt	0 0 0	0 0 0	0 0 0
58	Asphalt	0 0 0	0 0 0	0 0 0
59	Asphalt	0 0 0	0 0 0	0 0 0
60	Asphalt	0 0 0	0 0 0	0 0 0
61	Asphalt	0 0 0	0 0 0	0 0 0
62	Asphalt	0 0 0	0 0 0	0 0 0
63	Asphalt	0 0 0	0 0 0	0 0 0
64	Asphalt	0 0 0	0 0 0	0 0 0
65	Asphalt	0 0 0	0 0 0	0 0 0
66	Asphalt	0 0 0	0 0 0	0 0 0
67	Asphalt	0 0 0	0 0 0	0 0 0
68	Asphalt	0 0 0	0 0 0	0 0 0
69	Asphalt	0 0 0	0 0 0	0 0 0
70	Asphalt	0 0 0	0 0 0	0 0 0
71	Asphalt	0 0 0	0 0 0	0 0 0
72	Asphalt	0 0 0	0 0 0	0 0 0
73	Asphalt	0 0 0	0 0 0	0 0 0
74	Asphalt	0 0 0	0 0 0	0 0 0
75	Asphalt	0 0 0	0 0 0	0 0 0
76	Asphalt	0 0 0	0 0 0	0 0 0
77	Asphalt	0 0 0	0 0 0	0 0 0
78	Asphalt	0 0 0	0 0 0	0 0 0
79	Asphalt	0 0 0	0 0 0	0 0 0
80	Asphalt	0 0 0	0 0 0	0 0 0
81	Asphalt	0 0 0	0 0 0	0 0 0
82	Asphalt	0 0 0	0 0 0	0 0 0
83	Asphalt	0 0 0	0 0 0	0 0 0
84	Asphalt	0 0 0	0 0 0	0 0 0
85	Asphalt	0 0 0	0 0 0	0 0 0
86	Asphalt	0 0 0	0 0 0	0 0 0
87	Asphalt	0 0 0	0 0 0	0 0 0
88	Asphalt	0 0 0	0 0 0	0 0 0
89	Asphalt	0 0 0	0 0 0	0 0 0
90	Asphalt	0 0 0	0 0 0	0 0 0
91	Asphalt	0 0 0	0 0 0	0 0 0
92	Asphalt	0 0 0	0 0 0	0 0 0
93	Asphalt	0 0 0	0 0 0	0 0 0
94	Asphalt	0 0 0	0 0 0	0 0 0
95	Asphalt	0 0 0	0 0 0	0 0 0
96	Asphalt	0 0 0	0 0 0	0 0 0
97	Asphalt	0 0 0	0 0 0	0 0 0
98	Asphalt	0 0 0	0 0 0	0 0 0
99	Asphalt	0 0 0	0 0 0	0 0 0
100	Asphalt	0 0 0	0 0 0	0 0 0

No.	DESCRIPTION.	Wharfe.	Removal.	Wharf rent per month on goods not cleared within two clear working days after date of landing.
		Rs. As. P.	Rs. As. P.	Rs. As. P.
20	Ballins, per package	0 5 0	0 2 0	1 0 0
21	Ballins in packages, per cwt.	0 1 0	0 0 0	0 4 0
22	Ballins, per cwt.	0 1 0	0 0 0	0 8 0
23	Bicycles, tricycles and velocipedes, per package	Measurement rates.		
24	Billiard tables and parts of tables, per case	0 2 0	0 1 0	0 12 0
25	Boats, per ton	4 0 0	2 0 0	1 0 0
26	Boats, in cases or casks, per case or cask	0 2 0	0 1 0	0 12 0
27	Boats, in tanks, per tank	0 0 0	0 1 0	0 12 0
28	Boats, per case	0 1 0	0 0 0	0 1 0
29	Boats, per case	0 1 0	0 0 0	0 1 0
30	Boats, per case	0 1 0	0 0 0	0 1 0
31	Boats, per case	0 1 0	0 0 0	0 1 0
32	Boats, per case	0 1 0	0 0 0	0 1 0
33	Boats, per case	0 1 0	0 0 0	0 1 0
34	Boats, per case	0 1 0	0 0 0	0 1 0
35	Boats, per case	0 1 0	0 0 0	0 1 0
36	Boats, per case	0 1 0	0 0 0	0 1 0
37	Boats, per case	0 1 0	0 0 0	0 1 0
38	Boats, per case	0 1 0	0 0 0	0 1 0
39	Boats, per case	0 1 0	0 0 0	0 1 0
40	Boats, per case	0 1 0	0 0 0	0 1 0
41	Boats, per case	0 1 0	0 0 0	0 1 0
42	Boats, per case	0 1 0	0 0 0	0 1 0
43	Boats, per case	0 1 0	0 0 0	0 1 0
44	Boats, per case	0 1 0	0 0 0	0 1 0
45	Boats, per case	0 1 0	0 0 0	0 1 0
46	Boats, per case	0 1 0	0 0 0	0 1 0
47	Boats, per case	0 1 0	0 0 0	0 1 0
48	Boats, per case	0 1 0	0 0 0	0 1 0
49	Boats, per case	0 1 0	0 0 0	0 1 0
50	Boats, per case	0 1 0	0 0 0	0 1 0
51	Boats, per case	0 1 0	0 0 0	0 1 0
52	Boats, per case	0 1 0	0 0 0	0 1 0
53	Boats, per case	0 1 0	0 0 0	0 1 0
54	Boats, per case	0 1 0	0 0 0	0 1 0
55	Boats, per case	0 1 0	0 0 0	0 1 0
56	Boats, per case	0 1 0	0 0 0	0 1 0
57	Boats, per case	0 1 0	0 0 0	0 1 0
58	Boats, per case	0 1 0	0 0 0	0 1 0
59	Boats, per case	0 1 0	0 0 0	0 1 0
60	Boats, per case	0 1 0	0 0 0	0 1 0
61	Boats, per case	0 1 0	0 0 0	0 1 0
62	Boats, per case	0 1 0	0 0 0	0 1 0
63	Boats, per case	0 1 0	0 0 0	0 1 0
64	Boats, per case	0 1 0	0 0 0	0 1 0
65	Boats, per case	0 1 0	0 0 0	0 1 0
66	Boats, per case	0 1 0	0 0 0	0 1 0
67	Boats, per case	0 1 0	0 0 0	0 1 0
68	Boats, per case	0 1 0	0 0 0	0 1 0
69	Boats, per case	0 1 0	0 0 0	0 1 0
70	Boats, per case	0 1 0	0 0 0	0 1 0
71	Boats, per case	0 1 0	0 0 0	0 1 0
72	Boats, per case	0 1 0	0 0 0	0 1 0
73	Boats, per case	0 1 0	0 0 0	0 1 0
74	Boats, per case	0 1 0	0 0 0	0 1 0
75	Boats, per case	0 1 0	0 0 0	0 1 0
76	Boats, per case	0 1 0	0 0 0	0 1 0
77	Boats, per case	0 1 0	0 0 0	0 1 0
78	Boats, per case	0 1 0	0 0 0	0 1 0
79	Boats, per case	0 1 0	0 0 0	0 1 0
80	Boats, per case	0 1 0	0 0 0	0 1 0
81	Boats, per case	0 1 0	0 0 0	0 1 0
82	Boats, per case	0 1 0	0 0 0	0 1 0
83	Boats, per case	0 1 0	0 0 0	0 1 0
84	Boats, per case	0 1 0	0 0 0	0 1 0
85	Boats, per case	0 1 0	0 0 0	0 1 0
86	Boats, per case	0 1 0	0 0 0	0 1 0
87	Boats, per case	0 1 0	0 0 0	0 1 0
88	Boats, per case	0 1 0	0 0 0	0 1 0
89	Boats, per case	0 1 0	0 0 0	0 1 0
90	Boats, per case	0 1 0	0 0 0	0 1 0
91	Boats, per case	0 1 0	0 0 0	0 1 0
92	Boats, per case	0 1 0	0 0 0	0 1 0
93	Boats, per case	0 1 0	0 0 0	0 1 0
94	Boats, per case	0 1 0	0 0 0	0 1 0
95	Boats, per case	0 1 0	0 0 0	0 1 0
96	Boats, per case	0 1 0	0 0 0	0 1 0
97	Boats, per case	0 1 0	0 0 0	0 1 0
98	Boats, per case	0 1 0	0 0 0	0 1 0
99	Boats, per case	0 1 0	0 0 0	0 1 0
100	Boats, per case	0 1 0	0 0 0	0 1 0

* 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 and covered within 1 week during working days after date of loading.				
Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
100	Cables, per cwt.	0	1 6	0	0	0	0	0
101	Dummit seeds, per bag of 3 banar mounds	0	2	1	0	0	0	0
102	Curry seeds, per package	0	12	0	0	0	0	0
103	Cuttin or muslin, per cwt.	0	2	0	0	0	0	0
104	Calico, per case	0	1	0	0	0	0	0
105	Diapers, per cwt.	0	1	0	0	0	0	0
106	Dolls, per cwt.	0	1	0	0	0	0	0
107	Dol. per bag of 2 banar mounds	0	1	0	0	0	0	0
108	Drum, per bag of 1/2 banar mounds	0	1	0	0	0	0	0
109	Drum ends	0	1	0	0	0	0	0
110	Drum pipes, per cwt.	0	1	0	0	0	0	0
111	Drum	0	1	0	0	0	0	0
112	Drum, Fuller's, per cwt.	0	1	0	0	0	0	0
113	Drum, per cwt.	0	1	0	0	0	0	0
114	Drum, per cwt.	0	1	0	0	0	0	0
115	Drum, per cwt.	0	1	0	0	0	0	0
116	Drum, per cwt.	0	1	0	0	0	0	0
117	Drum, per cwt.	0	1	0	0	0	0	0
118	Drum, per cwt.	0	1	0	0	0	0	0
119	Drum, per cwt.	0	1	0	0	0	0	0
120	Drum, per cwt.	0	1	0	0	0	0	0
121	Drum, per cwt.	0	1	0	0	0	0	0
122	Drum, per cwt.	0	1	0	0	0	0	0
123	Drum, per cwt.	0	1	0	0	0	0	0
124	Drum, per cwt.	0	1	0	0	0	0	0
125	Drum, per cwt.	0	1	0	0	0	0	0
126	Drum, per cwt.	0	1	0	0	0	0	0
127	Drum, per cwt.	0	1	0	0	0	0	0
128	Drum, per cwt.	0	1	0	0	0	0	0
129	Drum, per cwt.	0	1	0	0	0	0	0
130	Drum, per cwt.	0	1	0	0	0	0	0
131	Drum, per cwt.	0	1	0	0	0	0	0
132	Drum, per cwt.	0	1	0	0	0	0	0
133	Drum, per cwt.	0	1	0	0	0	0	0
134	Drum, per cwt.	0	1	0	0	0	0	0
135	Drum, per cwt.	0	1	0	0	0	0	0
136	Drum, per cwt.	0	1	0	0	0	0	0
137	Drum, per cwt.	0	1	0	0	0	0	0
138	Drum, per cwt.	0	1	0	0	0	0	0
139	Drum, per cwt.	0	1	0	0	0	0	0
140	Drum, per cwt.	0	1	0	0	0	0	0
141	Drum, per cwt.	0	1	0	0	0	0	0
142	Drum, per cwt.	0	1	0	0	0	0	0
143	Drum, per cwt.	0	1	0	0	0	0	0
144	Drum, per cwt.	0	1	0	0	0	0	0
145	Drum, per cwt.	0	1	0	0	0	0	0
146	Drum, per cwt.	0	1	0	0	0	0	0
147	Drum, per cwt.	0	1	0	0	0	0	0
148	Drum, per cwt.	0	1	0	0	0	0	0
149	Drum, per cwt.	0	1	0	0	0	0	0
150	Drum, per cwt.	0	1	0	0	0	0	0
151	Drum, per cwt.	0	1	0	0	0	0	0
152	Drum, per cwt.	0	1	0	0	0	0	0
153	Drum, per cwt.	0	1	0	0	0	0	0
154	Drum, per cwt.	0	1	0	0	0	0	0
155	Drum, per cwt.	0	1	0	0	0	0	0
156	Drum, per cwt.	0	1	0	0	0	0	0
157	Drum, per cwt.	0	1	0	0	0	0	0
158	Drum, per cwt.	0	1	0	0	0	0	0
159	Drum, per cwt.	0	1	0	0	0	0	0
160	Drum, per cwt.	0	1	0	0	0	0	0
161	Drum, per cwt.	0	1	0	0	0	0	0
162	Drum, per cwt.	0	1	0	0	0	0	0
163	Drum, per cwt.	0	1	0	0	0	0	0
164	Drum, per cwt.	0	1	0	0	0	0	0
165	Drum, per cwt.	0	1	0	0	0	0	0
166	Drum, per cwt.	0	1	0	0	0	0	0
167	Drum, per cwt.	0	1	0	0	0	0	0
168	Drum, per cwt.	0	1	0	0	0	0	0
169	Drum, per cwt.	0	1	0	0	0	0	0
170	Drum, per cwt.	0	1	0	0	0	0	0
171	Drum, per cwt.	0	1	0	0	0	0	0
172	Drum, per cwt.	0	1	0	0	0	0	0
173	Drum, per cwt.	0	1	0	0	0	0	0
174	Drum, per cwt.	0	1	0	0	0	0	0
175	Drum, per cwt.	0	1	0	0	0	0	0
176	Drum, per cwt.	0	1	0	0	0	0	0
177	Drum, per cwt.	0	1	0	0	0	0	0
178	Drum, per cwt.	0	1	0	0	0	0	0
179	Drum, per cwt.	0	1	0	0	0	0	0
180	Drum, per cwt.	0	1	0	0	0	0	0
181	Drum, per cwt.	0	1	0	0	0	0	0
182	Drum, per cwt.	0	1	0	0	0	0	0
183	Drum, per cwt.	0	1	0	0	0	0	0
184	Drum, per cwt.	0	1	0	0	0	0	0
185	Drum, per cwt.	0	1	0	0	0	0	0
186	Drum, per cwt.	0	1	0	0	0	0	0
187	Drum, per cwt.	0	1	0	0	0	0	0
188	Drum, per cwt.	0	1	0	0	0	0	0
189	Drum, per cwt.	0	1	0	0	0	0	0
190	Drum, per cwt.	0	1	0	0	0	0	0
191	Drum, per cwt.	0	1	0	0	0	0	0
192	Drum, per cwt.	0	1	0	0	0	0	0
193	Drum, per cwt.	0	1	0	0	0	0	0
194	Drum, per cwt.	0	1	0	0	0	0	0
195	Drum, per cwt.	0	1	0	0	0	0	0
196	Drum, per cwt.	0	1	0	0	0	0	0
197	Drum, per cwt.	0	1	0	0	0	0	0
198	Drum, per cwt.	0	1	0	0	0	0	0
199	Drum, per cwt.	0	1	0	0	0	0	0
200	Drum, per cwt.	0	1	0	0	0	0	0

* When quantity not mentioned and if in casks or cases chargeable by weight.

No.	DESCRIPTION.	Wharfage.	Removal.	Wharf rent, per month on goods and covered within 1 week during working days after date of loading.
		Rs. As. P.	Rs. As. P.	Rs. As. P.
100	Iron girders, columns, railings, bridge-work, tanks, posts, etc., over 120 tons	See Items 151, 154 and 155.		
101	Iron rods, per cwt.	0	1	0
102	Iron rods, per cwt.	0	1	0
103	Iron rods, per cwt.	0	1	0
104	Iron rods, per cwt.	0	1	0
105	Iron rods, per cwt.	0	1	0
106	Iron rods, per cwt.	0	1	0
107	Iron rods, per cwt.	0	1	0
108	Iron rods, per cwt.	0	1	0
109	Iron rods, per cwt.	0	1	0
110	Iron rods, per cwt.	0	1	0
111	Iron rods, per cwt.	0	1	0
112	Iron rods, per cwt.	0	1	0
113	Iron rods, per cwt.	0	1	0
114	Iron rods, per cwt.	0	1	0
115	Iron rods, per cwt.	0	1	0
116	Iron rods, per cwt.	0	1	0
117	Iron rods, per cwt.	0	1	0
118	Iron rods, per cwt.	0	1	0
119	Iron rods, per cwt.	0	1	0
120	Iron rods, per cwt.	0	1	0
121	Iron rods, per cwt.	0	1	0
122	Iron rods, per cwt.	0	1	0
123	Iron rods, per cwt.	0	1	0
124	Iron rods, per cwt.	0	1	0
125	Iron rods, per cwt.	0	1	0
126	Iron rods, per cwt.	0	1	0
127	Iron rods, per cwt.	0	1	0
128	Iron rods, per cwt.	0	1	0
129	Iron rods, per cwt.	0	1	0
130	Iron rods, per cwt.	0	1	0
131	Iron rods, per cwt.	0	1	0
132	Iron rods, per cwt.	0	1	0
133	Iron rods, per cwt.	0	1	0
134	Iron rods, per cwt.	0	1	0
135	Iron rods, per cwt.	0	1	0
136	Iron rods, per cwt.	0	1	0
137	Iron rods, per cwt.	0	1	0
138	Iron rods, per cwt.	0	1	0
139	Iron rods, per cwt.	0	1	0
140	Iron rods, per cwt.	0	1	0
141	Iron rods, per cwt.	0	1	0
142	Iron rods, per cwt.	0	1	0
143	Iron rods, per cwt.	0	1	0
144	Iron rods, per cwt.	0	1	0
145	Iron rods, per cwt.	0	1	0
146	Iron rods, per cwt.	0	1	0
147	Iron rods, per cwt.	0	1	0
148	Iron rods, per cwt.	0	1	0
149	Iron rods, per cwt.	0	1	0
150	Iron rods, per cwt.	0	1	0
151	Iron rods, per cwt.	0	1	0
152	Iron rods, per cwt.	0	1	0
153	Iron rods, per cwt.	0	1	0
154	Iron rods, per cwt.	0	1	0
155	Iron rods, per cwt.	0	1	0
156	Iron rods, per cwt.	0	1	0
157	Iron rods, per cwt.	0	1	0
158	Iron rods, per cwt.	0	1	0
159	Iron rods, per cwt.	0	1	0
160	Iron rods, per cwt.	0	1	0
161	Iron rods, per cwt.	0	1	0
162	Iron rods, per cwt.	0	1	0
163	Iron rods, per cwt.	0	1	0
164	Iron rods, per cwt.	0	1	0
165	Iron rods, per cwt.	0	1	0
166	Iron rods, per cwt.	0	1	0
167	Iron rods, per cwt.	0	1	0
168	Iron rods, per cwt.	0	1	0
169	Iron rods, per cwt.	0	1	0
170	Iron rods, per cwt.	0	1	0
171	Iron rods, per cwt.	0	1	0
172	Iron rods, per cwt.	0	1	0
173	Iron rods, per cwt.	0	1	0
174	Iron rods, per cwt.	0	1	0
175	Iron rods, per cwt.	0	1	0
176	Iron rods, per cwt.	0	1	0
177	Iron rods, per cwt.	0	1	0
178	Iron rods, per cwt.	0	1	0
179	Iron rods, per cwt.	0	1	0
180	Iron rods, per cwt.	0	1	0
181	Iron rods, per cwt.	0	1	0
182	Iron rods, per cwt.	0	1	0
183	Iron rods, per cwt.	0	1	0
184	Iron rods, per cwt.	0	1	0
185	Iron rods, per cwt.	0	1	0
186	Iron rods, per cwt.	0	1	0
187	Iron rods, per cwt.	0	1	0
188	Iron rods, per cwt.	0	1	0
189	Iron rods, per cwt.	0	1	0
190	Iron rods, per cwt.	0	1	0
191	Iron rods, per cwt.	0	1	0
192	Iron rods, per cwt.	0	1	0
193	Iron rods, per cwt.	0	1	0
194	Iron rods, per cwt.	0	1	0
195	Iron rods, per cwt.	0	1	0
196	Iron rods, per cwt.	0	1	0
197	Iron rods, per cwt.	0	1	0
198	Iron rods, per cwt.	0	1	0
199	Iron rods, per cwt.	0	1	0
200	Iron rods, per cwt.	0	1	0
201	Iron rods, per cwt.	0	1	0
202	Iron rods, per cwt.	0	1	0
203	Iron rods, per cwt.	0	1	0
204	Iron rods, per cwt.	0	1	0
205	Iron rods, per cwt.	0	1	0
206	Iron rods, per cwt.	0	1	0
207	Iron rods, per cwt.	0	1	0
208	Iron rods, per cwt.	0	1	0
209	Iron rods, per cwt.	0	1	0
210	Iron rods, per cwt.	0	1	0
211	Iron rods, per cwt.	0	1	0
212	Iron rods, per cwt.	0	1	0
213	Iron rods, per cwt.	0	1	0
214	Iron rods, per cwt.	0	1	0
215	Iron rods, per cwt.	0	1	0
216	Iron rods, per cwt.	0	1	0
217	Iron rods, per cwt.	0	1	0
218	Iron rods, per cwt.	0	1	0
219	Iron rods, per cwt.	0	1	0
220	Iron rods, per cwt.	0	1	0
221	Iron rods, per cwt.	0	1	0
222	Iron rods, per cwt.	0	1	0
223	Iron rods, per cwt.	0	1	0
224	Iron rods, per cwt.	0	1	0
225	Iron rods, per cwt.	0	1	0
226	Iron rods, per cwt.	0	1	0
227	Iron rods, per cwt.	0	1	0
228	Iron rods, per cwt.	0	1	0
229	Iron rods, per cwt.	0	1	0
230	Iron rods, per cwt.	0	1	0
231	Iron rods, per cwt.	0	1	0
232	Iron rods, per cwt.	0	1	0
233	Iron rods, per cwt.	0	1	0
234	Iron rods, per cwt.	0	1	0
235	Iron rods, per cwt.	0	1	0
236	Iron rods, per cwt.	0	1	0
237	Iron rods, per cwt.	0	1	0
238	Iron rods, per cwt.	0	1	0
239	Iron rods, per cwt.	0	1	0
240	Iron rods, per cwt.	0	1	0
241	Iron rods, per cwt.	0	1	0
242	Iron rods, per cwt.	0	1	0
243	Iron rods, per cwt.	0	1	0
244	Iron rods, per cwt.	0	1	0
245	Iron rods, per cwt.	0	1	0
246	Iron rods, per cwt.	0	1	0
247	Iron rods, per cwt.	0	1	0
248	Iron rods, per cwt.	0	1	0
249	Iron rods, per cwt.	0	1	0
250	Iron rods, per cwt.	0	1	0
251	Iron rods, per cwt.	0	1	0
252	Iron rods, per cwt.	0	1	0
253	Iron rods, per cwt.	0	1	0
254	Iron rods, per cwt.	0	1	0
255	Iron rods, per cwt.	0	1	0
256	Iron rods, per cwt.	0	1	0
257	Iron rods, per cwt.	0	1	0
258	Iron rods, per cwt.	0	1	0
259	Iron rods, per cwt.	0	1	0
260	Iron rods, per cwt.	0	1	0
261	Iron rods, per cwt.	0	1	0
262	Iron rods, per cwt.	0	1	0
263	Iron rods, per cwt.	0	1	0
264	Iron rods, per cwt.	0	1	0
265	Iron rods, per cwt.	0	1	0
266	Iron rods, per cwt.	0	1	0
267	Iron rods, per cwt.	0	1	0
268	Iron rods, per cwt.	0	1	0
269	Iron rods, per cwt.	0	1	0
270	Iron rods, per cwt.	0	1	0
271	Iron rods, per cwt.	0	1	0
272	Iron rods, per cwt.	0	1	0
273	Iron rods, per cwt.	0	1	0
274	Iron rods, per cwt.	0	1	0
275	Iron rods, per cwt.	0	1	0
276	Iron rods, per cwt.	0	1	0
277	Iron rods, per cwt.	0	1	0
278	Iron rods, per cwt.	0	1	0
279	Iron rods, per cwt.	0	1	0
280	Iron rods, per cwt.	0	1	0
281	Iron rods, per cwt.	0	1	0
282	Iron rods, per cwt.	0	1	0
283	Iron rods, per cwt.	0	1	0
284	Iron rods, per cwt.	0	1	0
285	Iron rods, per cwt.	0	1	0
286	Iron rods, per cwt.	0	1	0
287	Iron rods, per cwt.	0	1	0
288	Iron rods, per cwt.	0	1	0
289	Iron rods, per cwt.	0	1	0
290	Iron rods, per cwt.	0	1	0
291	Iron rods, per cwt.	0	1	0
292	Iron rods, per cwt.	0	1	0
293	Iron rods, per cwt.	0	1	0
294	Iron rods, per cwt.	0	1	0
295	Iron rods, per cwt.	0	1	0
296	Iron rods, per cwt.	0	1	0
297	Iron rods, per cwt.	0	1	0
298	Iron rods, per cwt.	0	1	0
299	Iron rods, per cwt.	0	1	0
300	Iron rods, per cwt.	0	1	0
301	Iron rods, per cwt.	0	1	0
302	Iron rods, per cwt.	0	1	0
303	Iron rods, per cwt.	0	1	0
304	Iron rods, per cwt.	0	1	0
305	Iron rods, per cwt.	0	1	0
306	Iron rods, per cwt.	0	1	0
307	Iron rods, per cwt.	0	1	0
308	Iron rods, per cwt.	0	1	0
309	Iron rods, per cwt.	0	1	0
310	Iron rods, per cwt.	0	1	0
311	Iron rods, per cwt.	0	1	0
312	Iron rods, per cwt.	0	1	0
313	Iron rods, per cwt.	0	1	0
314	Iron rods, per cwt.	0	1	0
315	Iron rods, per cwt.	0	1	0
316	Iron rods, per cwt.	0	1	0
317	Iron rods, per cwt.	0	1	0
318	Iron rods, per cwt.	0	1	0
319	Iron rods, per cwt.	0	1	0
320	Iron rods, per cwt.	0	1	0
321	Iron rods, per cwt.	0	1	0
322	Iron rods, per cwt.	0	1	0
323	Iron rods, per cwt.	0	1	0
324	Iron rods, per cwt.	0	1	0
325	Iron rods, per cwt.	0	1	0
326	Iron rods, per cwt.	0	1	0
327	Iron rods, per cwt.	0	1	0
328	Iron rods, per cwt.	0	1	0
329	Iron rods, per cwt.	0	1	0
330	Iron rods, per cwt.	0	1	0
331	Iron rods, per cwt.	0	1	0
332	Iron rods, per cwt.	0	1	0
333	Iron rods, per cwt.	0	1	0
334	Iron rods, per cwt.	0	1	0
335	Iron rods, per cwt.	0	1	0
336	Iron rods, per cwt.	0	1	0
337	Iron rods, per cwt.	0	1	0
338	Iron rods, per cwt.	0	1	0
339	Iron rods, per cwt.	0	1	0
340	Iron rods, per cwt.	0	1	0
341	Iron rods, per cwt.	0	1	0
342	Iron rods, per cwt.	0	1	0
343	Iron rods, per cwt.	0	1	0
344	Iron rods, per cwt.	0	1	0
345	Iron rods, per cwt.	0	1	0
346	Iron rods, per cwt.	0	1	0
347	Iron rods, per cwt.	0	1	0
348	Iron rods, per cwt.	0	1	0
349	Iron rods, per cwt.	0	1	0
350	Iron rods, per cwt.	0	1	0
351	Iron rods, per cwt.	0	1	0
352	Iron rods, per cwt.	0	1	0
353	Iron rods, per cwt.	0	1	0
354	Iron rods, per cwt.	0	1	0
355	Iron rods, per cwt.	0	1	0
356	Iron rods, per cwt.	0	1	0
357	Iron rods, per cwt.	0	1	0
358	Iron rods, per cwt.	0	1	0
359	Iron rods, per cwt.	0	1	0
360	Iron rods, per cwt.	0	1	0
361	Iron rods, per cwt.	0	1	0
362	Iron rods, per cwt.	0	1	0
363	Iron rods, per cwt.	0	1	0
364	Iron rods, per cwt.	0	1	0
365	Iron rods, per cwt.	0	1	0
366	Iron rods, per cwt.	0	1	0
367	Iron rods, per cwt.	0	1	0
368	Iron rods, per cwt.	0	1	0
369	Iron rods, per cwt.	0	1	0
370	Iron rods, per cwt.	0	1	0
371	Iron rods, per cwt.	0	1	0
372	Iron rods, per cwt.	0	1	0
373	Iron rods, per cwt.	0	1	0
374	Iron rods, per cwt.	0	1	0
375	Iron rods, per cwt.	0	1	0
376	Iron rods, per cwt.	0	1	0
377	Iron rods, per cwt.	0	1	0
378	Iron rods, per cwt.	0	1	0
379	Iron rods, per cwt.	0	1	0
380	Iron rods, per cwt.	0	1	0
381	Iron rods, per cwt.	0	1	0
382	Iron rods, per cwt.	0	1	0
383	Iron rods, per cwt.	0	1	0
384	Iron rods, per cwt.	0	1	0
385	Iron rods, per cwt.	0	1	0
386	Iron rods, per cwt.	0	1	0
387	Iron rods, per cwt.	0	1	0
388	Iron rods, per cwt.	0	1	0
389	Iron rods, per cwt.	0	1	0
390	Iron rods, per cwt.	0	1	0
391	Iron rods, per cwt.	0	1	0
392	Iron rods, per cwt.	0	1	0
393	Iron rods, per cwt.	0	1	0
394	Iron rods, per cwt.	0	1	0
395	Iron rods, per cwt.	0	1	0
396	Iron rods, per cwt.	0	1	0
397	Iron rods, per cwt.	0	1	0
398	Iron rods, per cwt.			

No.	DESCRIPTION.	Wharfage.	Reunual.	Wharf out per month on skilled wharf after deducting handling.
		Bs. As. P.	Bs. As. P.	Bs. As. P.
		Measurement rates.	Measurement rates.	
581	Saddles	0 1 0	0 2 0	0 0 0
582	Saus, in boxes, per cwt.	0 1 0	0 1 0	0 0 0
583	Shingles, per gale	0 1 0	0 1 0	0 0 0
584	Shingles, in boxes, per case	0 1 0	0 1 0	0 0 0
585	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
586	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
587	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
588	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
589	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
590	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
591	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
592	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
593	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
594	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
595	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
596	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
597	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
598	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
599	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
600	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
601	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
602	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
603	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
604	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
605	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
606	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
607	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
608	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
609	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
610	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
611	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
612	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
613	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
614	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
615	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
616	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
617	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
618	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
619	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
620	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
621	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
622	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
623	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
624	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
625	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
626	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
627	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
628	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
629	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
630	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
631	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
632	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
633	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
634	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
635	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
636	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
637	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
638	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
639	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
640	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
641	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
642	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
643	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
644	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
645	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
646	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
647	Sisal, per cwt.	0 1 0	0 1 0	0 0 0
648	Sisal, per cwt.	0 1 0	0 1 0	0 0 0

* Rice, Millet or Jowari seeds—Removal 0 4 0 per ton.
Rental 0 2 0
per week or part of a week.

No.	DESCRIPTIONS.	Wholesale.		Retail.		Wheat paid per bush on contract within two days settling days after date of loading.
		Rn.	Ac. P.	Rn.	Ac. P.	
297	Thursell, per cwt.	0	1	0	6	0 10 0
298	Thursell, per 100 lb. gross	0	1	0	6	0 10 0
299	Thursell, per 100 lb. net	0	1	0	6	0 10 0
300	Thursell, per 100 lb. net	0	1	0	6	0 10 0
301	Thursell, per 100 lb. net	0	1	0	6	0 10 0
302	Thursell, per 100 lb. net	0	1	0	6	0 10 0
303	Thursell, per 100 lb. net	0	1	0	6	0 10 0
304	Thursell, per 100 lb. net	0	1	0	6	0 10 0
305	Thursell, per 100 lb. net	0	1	0	6	0 10 0
306	Thursell, per 100 lb. net	0	1	0	6	0 10 0
307	Thursell, per 100 lb. net	0	1	0	6	0 10 0
308	Thursell, per 100 lb. net	0	1	0	6	0 10 0
309	Thursell, per 100 lb. net	0	1	0	6	0 10 0
310	Thursell, per 100 lb. net	0	1	0	6	0 10 0
311	Thursell, per 100 lb. net	0	1	0	6	0 10 0
312	Thursell, per 100 lb. net	0	1	0	6	0 10 0
313	Thursell, per 100 lb. net	0	1	0	6	0 10 0
314	Thursell, per 100 lb. net	0	1	0	6	0 10 0
315	Thursell, per 100 lb. net	0	1	0	6	0 10 0
316	Thursell, per 100 lb. net	0	1	0	6	0 10 0
317	Thursell, per 100 lb. net	0	1	0	6	0 10 0
318	Thursell, per 100 lb. net	0	1	0	6	0 10 0
319	Thursell, per 100 lb. net	0	1	0	6	0 10 0
320	Thursell, per 100 lb. net	0	1	0	6	0 10 0
321	Thursell, per 100 lb. net	0	1	0	6	0 10 0
322	Thursell, per 100 lb. net	0	1	0	6	0 10 0
323	Thursell, per 100 lb. net	0	1	0	6	0 10 0
324	Thursell, per 100 lb. net	0	1	0	6	0 10 0
325	Thursell, per 100 lb. net	0	1	0	6	0 10 0
326	Thursell, per 100 lb. net	0	1	0	6	0 10 0
327	Thursell, per 100 lb. net	0	1	0	6	0 10 0
328	Thursell, per 100 lb. net	0	1	0	6	0 10 0
329	Thursell, per 100 lb. net	0	1	0	6	0 10 0
330	Thursell, per 100 lb. net	0	1	0	6	0 10 0
331	Thursell, per 100 lb. net	0	1	0	6	0 10 0
332	Thursell, per 100 lb. net	0	1	0	6	0 10 0
333	Thursell, per 100 lb. net	0	1	0	6	0 10 0
334	Thursell, per 100 lb. net	0	1	0	6	0 10 0
335	Thursell, per 100 lb. net	0	1	0	6	0 10 0
336	Thursell, per 100 lb. net	0	1	0	6	0 10 0
337	Thursell, per 100 lb. net	0	1	0	6	0 10 0
338	Thursell, per 100 lb. net	0	1	0	6	0 10 0
339	Thursell, per 100 lb. net	0	1	0	6	0 10 0
340	Thursell, per 100 lb. net	0	1	0	6	0 10 0
341	Thursell, per 100 lb. net	0	1	0	6	0 10 0
342	Thursell, per 100 lb. net	0	1	0	6	0 10 0
343	Thursell, per 100 lb. net	0	1	0	6	0 10 0
344	Thursell, per 100 lb. net	0	1	0	6	0 10 0
345	Thursell, per 100 lb. net	0	1	0	6	0 10 0
346	Thursell, per 100 lb. net	0	1	0	6	0 10 0
347	Thursell, per 100 lb. net	0	1	0	6	0 10 0
348	Thursell, per 100 lb. net	0	1	0	6	0 10 0
349	Thursell, per 100 lb. net	0	1	0	6	0 10 0
350	Thursell, per 100 lb. net	0	1	0	6	0 10 0
351	Thursell, per 100 lb. net	0	1	0	6	0 10 0
352	Thursell, per 100 lb. net	0	1	0	6	0 10 0
353	Thursell, per 100 lb. net	0	1	0	6	0 10 0
354	Thursell, per 100 lb. net	0	1	0	6	0 10 0
355	Thursell, per 100 lb. net	0	1	0	6	0 10 0
356	Thursell, per 100 lb. net	0	1	0	6	0 10 0
357	Thursell, per 100 lb. net	0	1	0	6	0 10 0
358	Thursell, per 100 lb. net	0	1	0	6	0 10 0
359	Thursell, per 100 lb. net	0	1	0	6	0 10 0
360	Thursell, per 100 lb. net	0	1	0	6	0 10 0
361	Thursell, per 100 lb. net	0	1	0	6	0 10 0
362	Thursell, per 100 lb. net	0	1	0	6	0 10 0
363	Thursell, per 100 lb. net	0	1	0	6	0 10 0
364	Thursell, per 100 lb. net	0	1	0	6	0 10 0
365	Thursell, per 100 lb. net	0	1	0	6	0 10 0
366	Thursell, per 100 lb. net	0	1	0	6	0 10 0
367	Thursell, per 100 lb. net	0	1	0	6	0 10 0
368	Thursell, per 100 lb. net	0	1	0	6	0 10 0
369	Thursell, per 100 lb. net	0	1	0	6	0 10 0
370	Thursell, per 100 lb. net	0	1	0	6	0 10 0
371	Thursell, per 100 lb. net	0	1	0	6	0 10 0
372	Thursell, per 100 lb. net	0	1	0	6	0 10 0
373	Thursell, per 100 lb. net	0	1	0	6	0 10 0
374	Thursell, per 100 lb. net	0	1	0	6	0 10 0
375	Thursell, per 100 lb. net	0	1	0	6	0 10 0
376	Thursell, per 100 lb. net	0	1	0	6	0 10 0
377	Thursell, per 100 lb. net	0	1	0	6	0 10 0
378	Thursell, per 100 lb. net	0	1	0	6	0 10 0
379	Thursell, per 100 lb. net	0	1	0	6	0 10 0
380	Thursell, per 100 lb. net	0	1	0	6	0 10 0
381	Thursell, per 100 lb. net	0	1	0	6	0 10 0
382	Thursell, per 100 lb. net	0	1	0	6	0 10 0
383	Thursell, per 100 lb. net	0	1	0	6	0 10 0
384	Thursell, per 100 lb. net	0	1	0	6	0 10 0
385	Thursell, per 100 lb. net	0	1	0	6	0 10 0
386	Thursell, per 100 lb. net	0	1	0	6	0 10 0
387	Thursell, per 100 lb. net	0	1	0	6	0 10 0
388	Thursell, per 100 lb. net	0	1	0	6	0 10 0
389	Thursell, per 100 lb. net	0	1	0	6	0 10 0
390	Thursell, per 100 lb. net	0	1	0	6	0 10 0
391	Thursell, per 100 lb. net	0	1	0	6	0 10 0
392	Thursell, per 100 lb. net	0	1	0	6	0 10 0
393	Thursell, per 100 lb. net	0	1	0	6	0 10 0
394	Thursell, per 100 lb. net	0	1	0	6	0 10 0
395	Thursell, per 100 lb. net	0	1	0	6	0 10 0
396	Thursell, per 100 lb. net	0	1	0	6	0 10 0
397	Thursell, per 100 lb. net	0	1	0	6	0 10 0
398	Thursell, per 100 lb. net	0	1	0	6	0 10 0
399	Thursell, per 100 lb. net	0	1	0	6	0 10 0
400	Thursell, per 100 lb. net	0	1	0	6	0 10 0
401	Thursell, per 100 lb. net	0	1	0	6	0 10 0
402	Thursell, per 100 lb. net	0	1	0	6	0 10 0
403	Thursell, per 100 lb. net	0	1	0	6	0 10 0
404	Thursell, per 100 lb. net	0	1	0	6	0 10 0
405	Thursell, per 100 lb. net	0	1	0	6	0 10 0
406	Thursell, per 100 lb. net	0	1	0	6	0 10 0
407	Thursell, per 100 lb. net	0	1	0	6	0 10 0
408	Thursell, per 100 lb. net	0	1	0	6	0 10 0
409	Thursell, per 100 lb. net	0	1	0	6	0 10 0
410	Thursell, per 100 lb. net	0	1	0	6	0 10 0
411	Thursell, per 100 lb. net	0	1	0	6	0 10 0
412	Thursell, per 100 lb. net	0	1	0	6	0 10 0
413	Thursell, per 100 lb. net	0	1	0	6	0 10 0
414	Thursell, per 100 lb. net	0	1	0	6	0 10 0
415	Thursell, per 100 lb. net	0	1	0	6	0 10 0
416	Thursell, per 100 lb. net	0	1	0	6	0 10 0
417	Thursell, per 100 lb. net	0	1	0	6	0 10 0
418	Thursell, per 100 lb. net	0	1	0	6	0 10 0
419	Thursell, per 100 lb. net	0	1	0	6	0 10 0
420	Thursell, per 100 lb. net	0	1	0	6	0 10 0
421	Thursell, per 100 lb. net	0	1	0	6	0 10 0
422	Thursell, per 100 lb. net	0	1	0	6	0 10 0
423	Thursell, per 100 lb. net	0	1	0	6	0 10 0
424	Thursell, per 100 lb. net	0	1	0	6	0 10 0
425	Thursell, per 100 lb. net	0	1	0	6	0 10 0
426	Thursell, per 100 lb. net	0	1	0	6	0 10 0
427	Thursell, per 100 lb. net	0	1	0	6	0 10 0
428	Thursell, per 100 lb. net	0	1	0	6	0 10 0
429	Thursell, per 100 lb. net	0	1	0	6	0 10 0
430	Thursell, per 100 lb. net	0	1	0	6	0 10 0
431	Thursell, per 100 lb. net	0	1	0	6	0 10 0
432	Thursell, per 100 lb. net	0	1	0	6	0 10 0
433	Thursell, per 100 lb. net	0	1	0	6	0 10 0
434	Thursell, per 100 lb. net	0	1	0	6	0 10 0
435	Thursell, per 100 lb. net	0	1	0	6	0 10 0
436	Thursell, per 100 lb. net	0	1	0	6	0 10 0
437	Thursell, per 100 lb. net	0	1	0	6	0 10 0
438	Thursell, per 100 lb. net	0	1	0	6	0 10 0
439	Thursell, per 100 lb. net	0	1	0	6	0 10 0
440	Thursell, per 100 lb. net	0	1	0	6	0 10 0
441	Thursell, per 100 lb. net	0	1	0	6	0 10 0
442	Thursell, per 100 lb. net	0	1	0	6	0 10 0
443	Thursell, per 100 lb. net	0	1	0	6	0 10 0
444	Thursell, per 100 lb. net	0	1	0	6	0 10 0
445	Thursell, per 100 lb. net	0	1	0	6	0 10 0
446	Thursell, per 100 lb. net	0	1	0	6	0 10 0
447	Thursell, per 100 lb. net	0	1	0	6	0 10 0
448	Thursell, per 100 lb. net	0	1	0	6	0 10 0
449	Thursell, per 100 lb. net	0	1	0	6	0 10 0
450	Thursell, per 100 lb. net	0	1	0	6	0 10 0
451	Thursell, per 100 lb. net	0	1	0	6	0 10 0
452	Thursell, per 100 lb. net	0	1	0	6	0 10 0
453	Thursell, per 100 lb. net	0	1	0	6	0 10 0
454	Thursell, per 100 lb. net	0	1	0	6	0 10 0
455	Thursell, per 100 lb. net	0	1	0	6	0 10 0
456	Thursell, per 100 lb. net	0	1	0	6	0 10 0
457	Thursell, per 100 lb. net	0	1	0	6	0 10 0
458	Thursell, per 100 lb. net	0	1	0	6	0 10 0
459	Thursell, per 100 lb. net	0	1	0	6	0 10 0
460	Thursell, per 100 lb. net	0	1	0	6	0 10 0
461	Thursell, per 100 lb. net	0	1	0	6	0 10 0
462	Thursell, per 100 lb. net	0	1	0	6	0 10 0
463	Thursell, per 100 lb. net	0	1	0	6	0 10 0
464	Thursell, per 100 lb. net	0	1	0	6	0 10 0
465	Thursell, per 100 lb. net	0	1	0	6	0 10 0
466	Thursell, per 100 lb. net	0	1	0	6	0 10 0
467	Thursell, per 100 lb. net	0	1	0	6	0 10 0
468	Thursell, per 100 lb. net	0	1	0	6	0 10 0
469	Thursell, per 100 lb. net	0	1	0	6	0 10 0
470	Thursell, per 100 lb. net	0	1	0	6	0 10 0
471	Thursell, per 100 lb. net	0	1	0	6	0 10 0
472	Thursell, per 100 lb. net	0	1	0	6	0 10 0
473	Thursell, per 100 lb. net	0	1	0	6	0 10 0
474	Thursell, per 100 lb. net	0	1	0	6	0 10 0
475	Thursell, per 100 lb. net	0	1	0	6	0 10 0
476	Thursell, per 100 lb. net	0	1	0	6	0 10 0
477	Thursell, per 100 lb. net	0	1	0	6	0 10 0
478	Thursell, per 100 lb. net	0	1	0	6	0 10 0
479	Thursell, per 100 lb. net	0	1	0	6	0 10 0
480	Thursell, per 100 lb. net	0	1	0	6	0 10 0
481	Thursell, per 100 lb. net	0	1	0	6	0 10 0
482	Thursell, per 100 lb. net	0	1	0	6	0 10 0
483	Thursell, per 100 lb. net	0	1	0	6	0 10 0
484	Thursell, per 100 lb. net	0	1	0	6	0 10 0
485	Thursell, per 100 lb. net	0	1	0	6	0 10 0
486	Thursell, per 100 lb. net	0	1	0	6	0 10 0
487	Thursell, per 100 lb. net	0	1	0	6	0 10 0
488	Thursell, per 100 lb. net	0	1	0	6	

MISCELLANEOUS CHARGES ON IMPORTS.

1. Every vessel, whether working or not, while alongside the jetties, will be charged Rs. 85 per diem.

2. Scale of charges for use of 100-ton sheers or 30-ton crane—

	As. P.
For each lift not exceeding 2 tons ...	1 0 per cwt.
For each lift exceeding 2 tons but not exceeding 4 tons ...	1 6 "
For each lift exceeding 4 tons but not exceeding 10 tons ...	3 0 "
For each lift exceeding 10 tons but not exceeding 30 tons ...	6 0 "
For each lift exceeding 30 tons but not exceeding 100 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. gr. lb.
5 tons sling ...	0 2 0 21
10 " " " ...	0 5 0 0
15 " " " ...	0 7 3 16
20 " " " ...	0 12 2 17
30 " " " ...	1 1 1 3

Two shackles, each 3 cwt., used with a 30-ton lift.

WEIGHTS OF CHAIN AND WIRE SLINGS AT THE 100-TON SHEERS.

Chain slings.	Weight of sling.
Lifting capacity.	Cwt. gr. lb.
9 tons on each leg ...	3 1 12
16 " " " ...	6 1 21
29 " " " ...	14 2 7
45 " " " ...	23 2 0
75 " " " ...	39 3 7
45 " single " ...	23 2 5
20 " " " " ...	8 0 18
60 " on four legs or	
15 " on each leg] ...	13 2 4

Weight of sling.
Cwt. gr. lb.

Wire slings.

30 tons ...	10 1 24
65 " ...	7 0 23

Minimum charge for use of 100-ton sheers or 30-ton crane.

Additional charge for 30-ton crane.

Over-time for 100-ton sheers or 30-ton crane.

Consignees to load carts.

Weighing charges.

Charges for weighing goods at the jetty weigh-bridge.

10. No hoisting charge will be levied for the use of cranes by consignees of goods for loading carts or trucks at the jetties and docks, but the Commissioners do not guarantee to provide cranes for hoisting lifts on to carts and the fact that cranes are not available for the purpose at any time, shall not constitute a reason for exemption from any wharf-rent that may be incurred on this account.

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 re-shipped direct.*—Goods for overside, landed Direct delivery into on trolleys on the docks or jetties by one crane beamed, are charged one-third of the landing charges, except in the case of rails direct, will be charged single landing rates.

13. *Landed and re-shipped.*—Goods for overside, landed on the docks or jetties and afterwards re-shipped will be charged double landing rates.

14. *Landed and transhipped*.—Goods for transhipment, landed on the docks or jetties and afterwards re-shipped will be charged one-third landing rates.

15. The free time allowed to importers for the clearance of goods from the jetties will be two clear working days, except in the case of goods declared on the Shed Delivery Order for removal on a particular day and not so removed; the free time in such case will be subject to the maximum of two days be considered as having expired on the previous day, unless the consignee or his representative records on the Shed Delivery Order before the shed closes on the same day his reason for not taking delivery.

15a. Wharf-rent will be charged for the first three days after the expiration of the prescribed free time according to the rates in the pamphlet containing the scale of charges.

15b. For all subsequent days, at double the rates prescribed in (a).

16. When a vessel is entered at the Custom House after 2 P.M. 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.

18. No charge for wharf-rent on re-shipment 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 two 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 for direct despatch up-country will be loaded into foreign wagons free of charge, provided the weight of each package is under four tons; but if loaded at the jetties into local wagons, will be charged one-third of the landing charge irrespective of the weight.

23. Goods for the Commissioners' Warehouse 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 Rs. 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 Rs. 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 ...	"	2 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.

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. Knowledge can be supplied for vessels requiring stiffening. Hire of kentledge especially at Budge-Budge, at the following rates:—

Hire for one month—Rs. 8 per ton of 21 pieces.
Subsequent months—Rs. 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 ½ day ...	3	8	0
" 5 ton " per day ...	10	0	0
" 5 " " per ½ day ...	5	0	0

No crane charges at the Jetties except for night-work.

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.	Exports.
	Rs. A.	Rs. A.
If three cranes or less	... 2 12 each.	3 0 each.
" four	... 2 8 "	2 12 "
" five or more	... 2 4 "	2 8 "

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.

The charge for a derrick is the same as for a crane.

40. The extra charge for working on Chamber holidays and Sundays at the jetties and docks will be as follows:—

Jetties	... Rs. 50 a day or part of a day.
Docks	... " 25 " " "

* Cancelling orders for night-work will not be accepted after 5-30 p.m., and charge for the original number of cranes will be made up to the hour the vessel applied to work except in the case of a finishing night of the vessel.

41. 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.

42. Rate for handling of cranes from jetties to any point on the Port Trust Railway and back—

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

43. Gross weight on all goods, except metal, rod and white lead, will be charged.

44. A charge of Rs. 2 per head will be levied on all troops and followers embarking or disembarking at the Kuddalore docks or at the jetties.

MOYAPORE.

Scale of charges for landing, shipping and storing petrol, &c., at the Moyapore Depot.

	Per gallon.
	Pien.
(1) Wharfage charge to cover storage for one month	... 4
(2) Thereafter paid 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

Scale of charges for landing explosives at Moyapore.

	A.	P.	
Packages not exceeding 50 lbs. (small size)	... 0	6	Per package.
Packages exceeding 50 lbs. but not exceeding 100 lbs. (medium size)	... 1	0	
Packages exceeding 100 lbs. (large size)	... 2	0	
Delivery fee per lb.	... 0	6	
Rent per lb. per month or part of a month	... 0	1	
Boat hire	... 2	0	per package.
Delivery fee and rent on fire-works stored at Moyapore chargeable on 10 per cent. of the total weight only.			

Scale of charges on petroleum landed at Budge-Budge Petroleum Wharf.

Wharfage.

On oil in bulk ... 10 annas per ton of 280 gallons.

Stevedoring.

Cases and drums ... 6 annas per ton of 27 cases or 54 tins or 27 drums.

Tins ... 1 pie per gallon.

Barrels ... 6 annas 3 pices per ton of 4½ barrels.

Wharfage, including rent for seven weeks from the date the vessel comes alongside a landing-stage.

Cases and drums ... 6 pices per case or drum.

Tins ... 1 pie per gallon.

Barrels ... 2 annas per ton of 2½ barrels.

Handling, inwards or outwards.

Cases and drums ... Rs. 1-14-0 per 100 cases or 100 drums.

Tins ... 1 pie per gallon.

Barrels ... Rs. 12-8-0 per 100 barrels.

Re-stacking ... 8 annas per 100 cases or 200 tins.

Repairing ... Rs. 1-8-0 per 100 tins.

Measuring and refilling ... " 1-8-0 per 100 tins.

Shed Rent. Subsequent to the expiration of the time included in the wharfage charge.

Cases and drums ... 2 pices per case or drum per mensem.

Tins ... 1 pie per gallon per mensem.

Barrels ... According to space occupied at Rs. 25 per 1000 square feet per month.

Removal.—For removing petroleum from one shed to any other shed—

1 shed distance ... Rs. 0 10 6 per 100 cases.

2 " " ... " 0 14 6 " " "

3 " " ... " 1 2 6 " " "

Despatch at Budge-Budge.

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:—

Discharging Oil Vessels at Budge-Budge.—The advertised rate of discharge being 8,000 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:—

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

Miscellaneous charges.

(1) Conveying empty cases from leaky shed to shed, 6 annas per 100 cases.

(2) Revolving full cases from shed to leaky shed for repairs, 10 annas per 100 cases.

(3) Repairing empty tins brought from outside, 8 annas per 100 tins.

(4) Re-stacking empty tins outside the leaky shed 3 annas per 100 tins.

(5) Rent for keeping condemned empty tins outside the repair shed, ½ pie per tin per day.

River Dues.

Cases and drums ... As. 4 per ton of 27 cases or drums.

Tins and barrels ... " 4 " of 20 cwt.

Bulk oil ... " 4 " of 280 gallons.

Goods other than petroleum that are landed at Budge-Budge ... " 4 " of 20 cwt.

Budge ... " 4 " of 20 cwt.

Dye-dues controlling the loading or discharge of Petroleum in the port between Garden House and Cossipore.

"No Petroleum shall be landed at, or discharged from, any dock, wharf, quay, stage, jetty, or pier between Garden House and Cossipore.

Provided that dangerous petroleum, in quantities not exceeding 300 gallons, may be so landed or discharged on the following conditions, namely:—

(a) That it is covered by a license for the transport of dangerous petroleum, granted under the rules for the time being in force under section 9 of the Indian Petroleum Act 1899, and

(b) That it is not unloaded from boats at any of the following ghats, namely:—

(i) On the Howrah side—Bachali Ghat near the Howrah Jute Mills, or

(ii) On the Calcutta side—Jaganmuth Ghat, Sahib Bazar Ghat, Rathrolls Ghat or Dagh-bazar Ghat.

JETTY WAREHOUSE CHARGES.

Scale of charges for storing duty-paid goods in the Jetty Warehouse.

Goods.		CHARGES.		Rent per week or portion of a week.	
		Per.	Removing and storage charges.		
1. Cement	... Cask	...	A. P.	A. P.	
2. Copper and yellow metal	... Ton	...	1 6	0 6	
3. Corrugated iron	... "	...	10 0	2 0	
4. Piece-goods	... Package	...	8 0	2 0	
5. Cutlery, earthenware, glassware, hardware, haberdashery to be charged by measurement	... c. ft.	...	2 0	1 6	
6. Unenumerated goods if charged by weight	... "	...	0 3	0 1	
7. If charged by measurement	... c. ft.	...	10 0	2 0	
	...	...	0 3	0 1	

Machinery and other bulky articles can only be accepted if space is available under special arrangements made with the Jetty Superintendent.

Corrugated iron and metals other than copper and yellow metal can only be received when there is space available.

Note.—Import goods stored in *Kantapukur* sheds are charged double removal charges and an increase of 25 per cent. on the rent charges.

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

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 rent chargeable after the expiry of four clear days after the date of landing will be ... 1 anna a ton a day.
4. Grain railed up for line delivery at Calcutta Port Trust Railway stations ... 10 annas a ton.

Importation and delivery of sugar landed at the Jetties and Docks.

LANDED AT JETTIES.

1. All consignments of sugar landed at the jetties and remaining undelivered after the expiration of the three clear working days from the time of landing will be removed to dock sheds "A" or "B" or any other shed or warehouse that the Commissioners may appoint, and will be liable to the following charges, viz:—

Scale of Charges.

Removing and stacking in the sheds and afterwards re-loading into railway wagons or carts ... As. 5 per ton.

Rent accruing from the fourth day after the vessel commenced discharging ... 12 " per month or part thereof.

2. The consignments that are discharged from vessels at the jetties will be subject to the rates and regulations which may be in force at the jetties for the time being. The date of landing the consignments at the jetties will be taken as the date from which the free days will run.

3. The consignments to be despatched by rail to stations on the Commissioners' line of railway or to stations up-country will, in the case of goods for which the despatching instructions have been given before the expiration of the free days, be loaded at the jetties and despatched from there direct, but no instructions will be received at the jetties on consignments which have already been despatched to the docks at the expiration of the free days; for such consignments wagons will be supplied at the docks and there only.

4. Sugar which has been railed to the docks and stored in the appointed sheds after the expiration of the free days at the jetties will, if consignees desire to take delivery at the jetties for sale in the town, be railed up to the jetties free of any further charges.

LANDED AT DOCKS.

1. Only such consignments, discharged at the Kidderpore Docks as are to be delivered in the city, will be railed by the Commissioners to the Import Jetties. A written intimation that the consignments are to be so disposed of must, however, be lodged with the District Traffic Superintendent, Dock Section, within the five free days allowed at the docks, otherwise the consignments will be removed from the Dock transit shed to any shed or warehouse, which the Commissioners may appoint for the storage of sugar remaining undelivered after the expiration of the free days.

2. The consignments that are railed to the jetties for delivery will be dealt with in the same way, as if they had been discharged from vessels at the jetties and be subject to the rates and regulations which may be in force at the jetties for the time being. The date of unloading the wagons at the jetties will be taken as the date from which the free days will run.

3. The consignments to be despatched by rail to station on the Commissioners' line of railway or to stations up-country will be delivered at the docks and loaded at the Commissioners' cost into wagons which will be supplied at the docks and there only for this traffic.

4. No rebate will be given on sugar discharged at the docks which consignees may remove by carts.

5. Sugar remaining undelivered at the docks after the expiration of five clear working days from the time of landing will be removed to dock sheds "A" or "B" or any other shed or warehouse that the Commissioners may appoint, and will be then liable to the following charges, viz.:-

Scale of Charges.

Removing and stacking in the sheds and afterwards re-loading into railway wagons or carts 5 As. per ton.
Rent accruing from the fourth day after the vessel commenced discharging ... 12 As. per ton

per month or part of a month.

6. The Commissioners will deliver by rail without further charge at the Import Jetties any of the sugar stored in these sheds, which may be sold for delivery in the town.

Rates and conditions for bonding salt at Kidderpore Docks.

1. A shed to be rented to Government at Rs. 600 a month; the Commissioners to erect partition walls 6 feet high for the purpose of keeping separate different cargoes.

2. Government to levy rent for salt stored in the shed at the same rates as are in force at Sulkea.

3. Boats to have free access to the docks for the conveyance to the shed of salt discharged in the stream; the Government contractor to be paid rates fixed by the Collector of Customs for putting the salt from the boats into the shed.

4. If a vessel goes into the dock to discharge the salt, the Commissioners to put it into the shed at the charge of 12 annas a ton, or Rs. 2-12 per 100 mounds. Out of this 12 annas, the Commissioners to pay the Government whatever they give to their contractor for handling.

5. The charge of Rs. 2-12 per 100 mounds to include subsequently loading the salt from the shed into wagons for despatch up-country.

6. If the salt be removed subsequently from the shed by boat or cart, the owner to pay the Government contractor for handling rates fixed by the Collector of Customs.

Scale of charges for landing and shipping salt from and to sea-going vessels, &c., &c. Rs. A. P.

For landing salt from sea-going vessels in the Kidderpore Docks ... 0 12 0 per ton.

For shipping salt into sea-going vessels and inland steamers and flats in the Kidderpore Docks ... 0 8 0 ..

SCHEDULE B.

Scale of charges and wharf-rent to be paid by exporters for shipping cargo at the Jetties or Docks.

No.	DESCRIPTIONS.	SHIPPING CHARGES.	
		Rs.	As. P.
1	Animal char spent	per ton	0 12 0
2	Animals in cages ... ..	...	Measurement rates.
3	Arrowroot ... ..	...	Measurement rates.
4	Arsenide in cases ... ..	...	0 1 0
5	Bark in bags ... ..	...	0 5 0
6	Barley in bags* ... ..	...	0 12 0
6a	Basic Phosphates† ... ..	...	0 6 6
7	Bauxite ore ... ..	...	0 0 9
8	Bedstead in bags of 2 b. mounds ... ..	...	Measurement rates.
9	Birds in cages ... ..	...	0 1 0
10	Biscuits ... ..	...	0 12 0
11	Bonnet† ... ..	...	0 1 0
12	Boxes in cases ... ..	...	0 0 9
13	Bran in bags of 11 b. mounds ... ..	...	0 1 0
14	Cauldron in cases ... ..	...	Measurement rates.
15	Cauldron in boxes ... ..	...	0 1 0
16	Canvas, country	per bundle of two bolts	Measurement rates.
17	Cardamoms in cases ... ..	...	Ditto.
18	Cassia in cases	per cwt.	0 1 6
19	Chillies in bags ... ..	...	0 6 6
20	Chromium ore ... ..	...	0 2 0
21	Chassons in screwed barrels ... ..	...	Measurement rates.
22	Cigars in cases ... ..	...	0 1 0
23	Colic ... ..	...	0 1 2
24	Cot. Matting or yarn ... ..	...	0 1 6
25	Copper ore ... ..	...	Measurement rates.
26	Coral in cases ... ..	...	0 1 0
27	Cordage ... ..	...	0 12 0
28	Covandum stone* ... ..	...	0 2 0
29	Cotton* ... ..	...	...
30	Cotton piece goods of European or country manufacture, in cases or bales	per case or bale	0 4 0
31	Cotton-twist or Cotton-twist ... ..	...	0 1 0
32	Cows	each	2 0 0
33	Calves ... ..	...	0 6 6
34	Crushed food ... ..	...	0 1 6
35	Cupro-Nickel ... ..	...	0 1 0
36	Cash ... ..	...	0 0 0
37	Dhal in bags* ... ..	...	10 0 0
38	Elephants ... ..	...	0 0 0
39	Elephant calf ... ..	...	2 0 0
40	Elephant box ... ..	...	0 2 0
41	Fasting poles in bundles	per bundle	0 1 0
42	Flour in barrels ... ..	...	0 5 0
43	Fodder ... ..	...	0 1 6
44	Fruits ... ..	...	Measurement rates.
45	Furniture ... ..	...	0 1 0
46	Ghee, packed in tin with wood cases	per b. md.	...

* Includes P. T. Ry. freight.

† Landing charges 12 annas.

No.	DESCRIPTION.	SHIPPING CHARGES.	Rs. As. P.	
			Rs.	As. P.
47	Ginger	per cwt.	0	0
48	Gins, in bags* .....	.. ton	0	0
49	Gins, in cases .....	.. ton	0	0
50	Gunny-bags, in screwed bales .....	.. bale	0	0
51	Gunny-cloth, in screwed bales .....	.. bale	0	0
52	Gunny, when loaded or brought by foreign wagons to the Docks for shipment	per ton	0	0
53	Hair of goats .....	.. cwt.	0	1
54	Hay or straw in screwed bales .....	.. bale	0	2
55	Hemp, in bales of 300 to 400 lbs. .....	.. bale	0	2
56	Hides, buffaloes or cattle, and horse in screwed bales	per 100 pieces	0	12
57	Hides, cow or calf in screwed bales .....	..	0	8
58	Hides, cow (wet or salted) in bags	per cwt.	0	1
59	Hide cuttings in bales .....	..	0	1
60	Hog's lard, packed in tin with wood cases	per h. metal	0	1
61	Horns .....	..	0	0
62	Horses, Mules, Donkeys and Camels .....	.. per cwt.	0	0
63	Horse boxes .....	.. each	2	0
64	Indian Pig Iron .....	.. per ton	3	0
65	India-rubber .....	..	0	0
66	Indigo .....	.. chest	0	0
67	Iron in plates, bar, rod, hoop, angle, nail, rails, sheeps, &c. .....	.. cwt.	0	1
68	Iron girders, columns, railings, bridge-work, tanks, &c. .....	..	0	1
69	Iron Ore .....	.. ton	0	1
70	Iron scrap of which any single piece does not exceed 6 cwt. .....	.. ton	0	6
71	Iron wire of which any single piece does not exceed 6 cwt. .....	.. ton	0	6
72	Jute and Jute-cuttings, in bales of 300 to 400 lbs. .....	.. bale	0	4
73	Jute-twine or Jute-twist .....	..	0	4
74	Kapok* .....	..	0	4
75	Lard .....	..	0	2
76	Leaf of all sorts in bags	per chest	0	2
77	Lime .....	.. ton	0	1
78	Lime .....	.. ton	0	12
79	Machinery, if in pieces or cases under 2 tons .....	.. (See charges by weight.)	0	6
80	Machinery, over .....	.. per ton	0	6
81	Matches .....	.. case	0	5
82	.. ..	.. case	0	1
83	Midland, in cases .....	.. cwt.	0	1
84	Motor car .....	..	0	1
85	Mung .....	.. each	20	0
86	Nyrochama* .....	.. per cwt.	0	1
87	Nyrochama* .....	.. ton	0	12
88	Oats, in bags .....	..	0	12
89	Oil cake .....	..	0	5
90	Oil, packed in tin with wood cases .....	..	0	6
91	Oil, in cases	per h. metal	0	1
92	Opium .....	..	0	0
93	Paddy, in bags* .....	.. per chest	0	4
94	Patent .....	.. ton	0	12
95	Pean of all sorts, in bags* .....	.. cwt.	0	1
96	Pepper, long and black .....	.. ton	0	5
97	Plants .....	..	0	1
		Measurement rates.		

* Includes P. T. Ry. freight.

† Dumps 2 annas per ton and extra for shipping at night 1 anna per ton.
 ‡ Dumps 1½ annas per ton and extra for shipping at night 1 anna per ton.
 § Dumps 1 anna per ton and extra for shipping at night 1 anna per ton.
 ¶ Dumps 1 anna per ton and extra for shipping at night 1 anna per ton.
 ** Dumps 1 anna per ton and extra for shipping at night 1 anna per ton.
 *** Dumps 1 anna per ton and extra for shipping at night 1 anna per ton.
 **** Dumps 1 anna per ton and extra for shipping at night 1 anna per ton.
 ***** Dumps 1 anna per ton and extra for shipping at night 1 anna per ton.
 **** In addition to River Dye 1½ annas and Vae Surax 1½ annas per ton.

No.	DESCRIPTION.	SHIPPING CHARGES.	Rs. As. P.	
			Rs.	As. P.
98	Precious stones and jewellery	per box	1	0
99	Pressure in cases, China and others	Measurement rates.	0	0
100	Provisions (salt) .....	.. cwt.	0	1
101	Rags, in screwed bales of 300 lbs. .....	.. bale	0	1
102	Raisins .....	.. ton	0	1
103	Rice, in bags*	per Impl. gallon	0	0
104	Rum .....	.. per bale	0	2
105	Sailcloth, in bales .....	..	0	0
106	Sago, in cases .....	..	0	0
107	Saltpeetre, in bags* .....	.. ton	0	0
108	Seeds of all kinds in bags .....	..	0	0
109	Shawls, Cashmere and others .....	..	0	0
110	Shops and Goat .....	..	0	0
111	Shutles, seedles or button lace	per chest	0	2
112	Silk, piece goods, in cases .....	..	0	0
113	Silk, raw, in bales .....	.. bale	0	0
114	Sisal fibre .....	..	0	0
115	Skins, goat and sheep, in screwed bales	per 100 pieces	0	1
116	Skins in cases or bags .....	..	0	1
117	Soap, in cases	per doz. qrts.	0	1
118	Spirits bottled .....	.. per cwt.	0	1
119	Sugar and Kharr, in bags or hophands .....	..	0	0
120	Sugarcandy .....	..	0	0
121	Tallow, in cases	per h. metal	0	1
122	Tallow, in cases	per h. metal	0	0
123	Tamarind .....	.. per cwt.	0	1
124	Tan in chests or bags	per unit of 100 lbs.	0	0
125	Tea in chests or sweepings .....	.. per bag	0	0
126	Ten seed in bags .....	..	0	0
127	Tinber .....	.. ton	1	2
128	Tinical .....	..	0	0
129	Tobacco, leaf and prepared .....	..	0	0
130	Tobacco, in cases .....	..	0	1
131	Turmeric .....	..	0	0
132	Twine and lines .....	..	0	1
133	Twine, in bales .....	..	0	1
134	Wax, in cases .....	..	0	4
135	Wheat, in bags .....	.. ton	0	1
136	Wool, scoured, red and sapon .....	.. case	0	1
137	Wool* .....	.. bale	0	4
138	Woolen piece-goods of country or European manufacture, in cases or bales	per case or bale	0	4
		Measurement rates.		

CHARGES BY MEASUREMENT.

On all goods not enumerated if in cases, bales, crates or cases, and on all goods specified to be charged for by measurement, the rate will be—

139	If under 3 cubic feet	...	...	per pkg.	0	1	0
140	If 3 to 5 do.	do.	5 cubic ft.	do.	0	2	0
141	If 5 to 10 do.	do.	10 do.	do.	0	3	0
142	If 10 to 15 do.	do.	15 do.	do.	0	4	0
143	If 15 to 20 do.	do.	20 do.	do.	0	5	0
144	If 20 to 25 do.	do.	30 do.	do.	0	8	0
145	If 25 to 30 do.	do.	40 do.	do.	0	12	0
146	If 30 to 40 do.	do.	50 do.	do.	1	0	0
147	If 40 do. and over	...	...	do.	2	8	0

No.	DESCRIPTION.	SHIPPING CHARGES
		Rs. As. P.
	CHARGES BY WEIGHT.	
148	On all goods not enumerated, chargeable by weight, and not exceeding 2 tons ... per cwt.	0 1 6
149	On all goods exceeding 2 tons and not exceeding 4 tons	0 2 0
150	Exceeding 4 tons and not exceeding 8 tons	0 4 0
151	On all weights over 8 tons	0 7 0

In the case of seeds, grains or wheat, the weight of bags declared in maunds will be converted into tons as follows:—

(1)—	341 bags at 2	nds. each are to be reckoned as	25 tons.
682	" 2	" " "	50 "
1,023	" 2	" " "	75 "
1,364	" 2	" " "	100 "
273	" 2½	" " "	25 "
546	" 2½	" " "	50 "
819	" 2½	" " "	75 "
1,092	" 2½	" " "	100 "

When Indian weight is declared 27 nds. will be taken as 1 ton.

(2)—In all transactions with the exception of seeds, wheat, and grains, where weight is declared in English weight or has to be converted from foreign into English weight, the ton must be taken at 2,240 pounds.

N.B.—All goods booked to the K. D. will incur the shipping charge whether the goods are shipped or not.

No charge will be levied on passengers' baggage.

Removal, rent and other charges on general exports.

1. *Removal.*—The removal charge is 50 per cent. of the shipping charge, except in the case of wheat, seeds, gram, dhal, peas and lentils, mungane, and other ores where the charge will be 4 annas per ton and in the case of teas 6 pies per full-chest and 3 pies per half-chest.

2. *Re-stacking.*—Same as removal charges.

3. *Re-loading.*—A charge of 3 annas per ton on wheat, seeds, gram, dhal, peas and lentils, and 25 per cent. of the shipping charge on other cargo will be made when goods originally declared for one vessel are re-declared for another.

4. *Rent.*—Rent will be charged on wheat, seeds, gram, dhal, peas and lentils at the following rates:—

From 1st to 4th week 3 annas per ton per week or part thereof.

5th	8th	" 5	" "	" "
9th	" 7	" "	" "	" "

and at 25 per cent. of the shipping charge on other cargo per week or part of a week except in the case of manganese and other ores, the rent of which is Rs. 4 per cotta per month or part of a month and in the case of teas 3 pies per full chest and 1½ pies per half-chest 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 seventh day following that on which the vessel completed loading.

A rate of 2 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 or shipped 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]

[illegible]

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

1. Goods left on the export shed on the Inland Vessels' Wharves in course of landing or shipping will incur no charge for wharf-rent during the first 36 hours.

2. 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 with reference to the size of the package.

3. The Commissioners accept no responsibility in reference to goods left in the sheds.

4. 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.

INLAND VESSELS' WHARVES.

Rent Charges.

For—

- (1) Shed accommodation, as per schedule.
- (2) Stacking goods on the wharf, Re. 1 per sack per night.
- (3) Leaving coals, tank squares or *sat* poles on the wharves, Re. 1 per set each, or 25 tank squares or *sat* poles per night, subject to a minimum of Re. 1 per night
- (4) Space for scales and for packing, measuring, repairing, marking or drying, Re. 1 per scale or lot.
- (5) Stranding boats for repairs—blurs 8 annas per day per blur; boats Re. 1 per day per boat; ditches 4 annas per day per dinghee. Steamers, flutes, etc., under special arrangement.
- (6) Space for keeping bullock-carts, 8 annas each per night.
- (7) Dosks or chairs, Re. 1 per day.
- (8) Fishing, Rs. 2 per season per net.
- (9) Grazing—Cows

As.	6
Calves	3
Buffaloes	12
Calves	6

 per head per mensem.

NOTE.—The day of arrival to count as one day if the arrival is before noon; the day of departure to count as one day always.

Scale of charges for the use of berths on the Seaport College property.

		First day.	Each succeeding day.
		Rs. A. P.	Rs. A. P.
Boats under 10 tons	...	0 3 0	0 1 6
Do. from 10 to 25 tons	...	0 8 0	0 3 0
Do. over 25 and up to 100 tons	...	2 0 0	1 0 0
Do. over 100 tons	...	4 0 0	2 0 0

Note.—The day of arrival to count as one day if the arrival is before noon; the day of departure to count as one day always.

Scale of charges at Galabarce Ghat, Howrah.

In addition to the ordinary Inland Vessels' Wharves toll of two annas per ton, the following charges are levied on all goods loaded from or shipped into boats at Galabarce Ghat, Howrah:—

Jute in bales	...	6 annas per 100 bales.
All other goods	...	4 pies per ton.

Charges applied to coastwise cargo loaded from and shipped into boats at the jetty extension.

On all coastwise cargo discharged from, or loaded into boats through the Jetty Extension Shed ... 4 annas per ton.

N.B.—For purposes of assessment the ton shall be reckoned in accordance with the schedule applicable to the Inland Vessels' Wharves.

Free-time.—Goods will be allowed to remain in the shed free of rent for a period of 18 hours, after the expiration of which rent will be charged at the rate of 2 annas per ton per day or part of a day.

PORT COMMISSIONERS' BYE-LAWS.

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

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

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

All staves, 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 loading and shipping of goods, storage in the sheds and open. He will be responsible for the proper custody of all goods within the enclosure and exclusion of improper characters, and will take whatever steps may be necessary for the proper maintenance of order on the premises.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*The person in charge of any cargo boat, barge, flat, or any other craft within the Kidderpore Docks or in the entrances to the same, shall remove his craft to any other place within the Docks, or the entrances, when called upon to do so by any person authorised by the Commissioners of the Port of Calcutta to regulate traffic.

18.—Every cargo boat 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 culvert, nor any swing-bridge without orders from a duly authorized servant of the Commissioners.

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

21.—No person, unless duly permitted by the Dock or Jetty Superintendent, shall take inside the Dock or Jetty premises carpenter's

tools or other instruments for opening cases, and no coöper shall be allowed to work in the sheds without a license from the Dock or Jetty Superintendent.

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

23.—No vicious or dangerous animals, and no loaded gun or other 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 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 light 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, deckhouses, forecabin and cabins of vessels in Dock, only between 5 o'clock A.M. and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Dock Superintendent.

Fires for donkey engines, steam winches and portable forges are also permitted during working hours and for 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 in the Dock premises.

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

27.—Vessels in Dock and all ghants thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to the 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 she is secured on the blocks, all duty on board is to cease in order that the crew may be available to trim the vessel if required by the Dock Master.

33.—As soon as a ship is in Dock, the Commanding officer will station his men to 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.

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 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 Customs House, but goods can be received and delivered on such days on payment of Customs House fees.

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

40.—The holidays, for which fees shall be granted, shall be all holidays declared by the 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 weighments of goods to be shipped on board their vessels, no goods shall be permitted to be stacked on the wharves beyond the time actually necessary to convey them away.

43.—During the time it is actually necessary for goods in course of landing or shipping to remain on the wharves, such goods shall be piled in the 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 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 Sundays and such authorized 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 unauthorized 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 on the regular crossings.

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

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

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

†No ballast or rubbish, nor any cargo, goods or such other article, substance or thing as last aforesaid shall be cast or thrown or permitted or suffered to fall into the docks, dock channels or river from any pier, quay, jetty or vessel or in any other manner whatsoever.

†No ballast or rubbish nor any cargo, goods or other article, substance or thing likely, after falling into the water, to be or become detrimental to navigation or to cause damage to shipping shall be laid or placed upon any quay, pier or jetty within three yards from the margin of the dock or riverside margin of the jetty, nor upon any such quay, pier or jetty nor upon any vessel in such a position or place that same shall be likely to fall into the water.

† In the event of any such cargo, goods, article, substance or thing being cast or thrown or falling into any docks and dock channel or the river from any vessel, the Master or other person for the time being in actual charge of such vessel or her cargo, shall within three hours (excluding hours between 6 P.M. and 10 A.M.) give notice of the occurrence, furnishing full particulars thereof to the Docks and Jetty Superintendent, as the case may be, and take all lawful and proper measures and use every endeavour to have such cargo, goods or other article,

*No. 87 Marine dated 6th August 1905.

†No. 69 Marine dated 12th July 1910.

substance or thing recovered, taken out of and removed from the docks, dock channel or river, as the case may be, and shall in regard to such recovery, taking out, removal or the measures and endeavours thereto or in the attempt thereof, obey and conform in all respects to any directions received from such Superintendent as from the time when the same shall be received.

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

JETTY RULES.

Notice to Masters of Vessels.

Masters of vessels using the jetties are supposed to be acquainted with the port rules and jetty bye-laws; but the Jetty Superintendent shall send on board each vessel coming alongside a jetty a copy of the following instructions for the guidance of the officers on board. All jetty officers and employees shall be acquainted with these instructions, and see that they are carefully observed.—

Slinging Cargo.

As it appears there is some misunderstanding regarding the slinging of cargo, the Commissioners hereby notify that they do not supply slings for ordinary cargo and, under the provisions of bye-law No. 9, they will not in any way be responsible for any damage that may arise through the breaking of slings or bad slinging previous to the cargo being safely deposited on the trucks. The lifting of heavy weights by the ship's gear is prohibited, and an application should be made for the floating crane. Slings for heavy lifts will be supplied by the Commissioners. Masters of vessels should furnish the Jetty Superintendent with the exact weights of all lifts on board over four tons.

Receipts for Cargo.

Masters of vessels are requested to bring to the notice of the Jetty Superintendent, with as little delay as possible, all cases in which incorrect receipts are granted for goods landed.

Loading the Slings.

The attention of masters of vessels discharging at the jetties is invited to the loss in working when the cranes are used to lift slings insufficiently loaded, and the masters are requested to instruct the officers on board to do all they can to assist in putting a proper load upon the slings before hoisting.

Care of Gangways.

When a gangway is supplied for the use of any vessel at the jetties, the officers on board are responsible for properly securing and looking after it. Should any damage occur, or the gangway be lost, the amount of such damages or loss shall be paid by the master, agent or owner of the vessel before she leaves the jetties.

Re-shipping cargo and overside delivery.

When goods landed at the jetties are to be re-shipped the master of the vessel must apply for the re-shipment to the Jetty Superintendent in the prescribed form, which can be obtained at the jetty office. Charges for such re-shipment must be borne by the vessel from which the goods were landed. No overside delivery will be allowed without the permission of the Jetty Superintendent.

Gratuities and Treating prohibited.

No fees, gratuities or rewards are permitted to be taken by any officer or servant of the Commissioners, nor are jetty officers allowed to receive or partake of any refreshment from, or on, ship-board on pain of dismissal.

Entry and exit from Jetty enclosure at night.

Persons passing at night to or from vessels lying at the jetties are informed that only one gate, No. 6 (central gate near the office of the Jetty Superintendent), is open for entrance or exit; and in the absence of a jetty gate officer ingress or egress will not be allowed at any other gate.

Officer to examine Broken Packages.

An officer or some responsible man from the ship should remain in the shed to examine and record damaged packages; and in the case of import cargo, see all such placed in the lock-fast godown, the key of which will be made over to the chief officer of the vessel.

Examination of Export Cargo.

Goods for export should be examined previous to their being lowered below the upper deck combings, as, after that, no damage will be acknowledged by the Commissioners. On no account are goods, once in the hold, to be re-landed, on the ground of their being in bad order, and should any dispute arise in this matter, export cargo will be placed on deck only.

Use of Jetty Cranes.

No jetty crane shall be hooked on to more than it is certified to lift by itself, viz., 35 cwt. and two cranes shall not be hooked on to one article. No jetty 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 jetty cranes is strictly prohibited.

Application for night work.

When the master of a vessel desires to work at night, he should make an application to the Jetty Superintendent not later than 1 P.M. Unless the application is received by that hour the Superintendent in all probability will be unable to comply with it.

Application for Preventive Officers.

Masters of vessels discharging at the jetties should at the time of entry at the Custom House apply for a sufficient number of Preventive Officers to have one on duty at each hatchway open for discharge or loading, otherwise the working will be considerably delayed.

Copy of Section 137 of Calcutta Port Act III of 1890.

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

Bye-laws for the safe and convenient use of the Commissioners' Dry Docks.

Published under Notification No. 20 Marine of 7th February 1903.

SCALE OF CHARGES FOR THE USE OF DRY DOCKS.

1. Applications to dock vessels in the Dry Docks shall be made in writing to the Deputy Conservator in the printed form attached (Appendix A), which may be obtained at the Harbour Master's office. Such applications shall be entered in the order in which they are received in an Entry List. Any steam-vessel, but not a sailing vessel, may be entered for docking before her arrival.
2. No vessel shall be entitled to be admitted into the Dry Docks without having the time and manner of her entry into, and of her remaining in, the Dry Docks previously regulated at the office of the Deputy Conservator in books to be kept there for that purpose. The Owner, Agent or Master of a vessel shall, therefore, as soon as practicable after her arrival in the port of Calcutta, submit an application, under his own signature, for regulation, in the form attached (Appendix B).
3. Until the Deputy Conservator shall have issued to the Master a regulation order in the form attached (Appendix C), no such application as aforesaid shall be deemed to have been accepted, and no regulation as to the time and manner of the entry of a vessel into a dock, or of her remaining there shall be deemed to have been made.
4. Prior to the time arranged for the admission of any vessel into the Dry Docks, the following arrangements must be carried out on board the vessel and order taken with reference thereto, viz:—
 Suitable hawsers and heaving lines must be in readiness on each side fore and aft and gantlines rove for mast-head pendants.
 The vessel must be in ballast trim, must be upright and, as nearly as possible, on even keel, and the bilges must be perfectly dry fore and aft and kept so. All side and stern ports to be shut.
 The ballast tanks must either be pressed full with their doors properly secured or pumped quite dry, and, when possible, with their doors off ready for examination.
 In the event of any Owner, Agent or Master being desirous of docking a vessel with cargo, the total weight of vessel and cargo shall be declared, and the Commissioners may refuse to dock such vessel if they consider it right to do so without assigning any reason for their refusal.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX A.

TO
THE DEPUTY CONSERVATOR,
PORT OF CALCUTTA.

SIR, I HAVE to request that the undermentioned vessel may be received into a Dry Dock on or about the _____

Name of Vessel _____

Name of Owner _____

Description of work to be done in Dry Dock— _____

For how many days the use of the Dock will be required _____

Date _____ Signature of Applicant.

APPENDIX B.

To
THE DEPUTY CONSERVATOR.
PORT OF CALCUTTA.

SIR,
We have to request that you will arrange to take the undermen-
tioned vessel, of which I am the^{owner} into Dry
Dock:-

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

I hereby agree to accept the terms and conditions imposed by the
bye-laws for the regulation of the Commissioners' Dry Docks under
Calcutta Port Act, 1890, section 126 (2) and (3).

Signature _____

* _____ of S. _____
Calcutta _____

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

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

APPENDIX C.

To THE COMMANDING OFFICER.

S. _____
SIR, ARRANGEMENTS have been made for the admission of the
S. _____ into the Kidderpore Dry
Docks at _____ M. on the _____ day of _____

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

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

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

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

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

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

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

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

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

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

PORT COMMISSIONERS' OFFICE:

Calcutta, the _____

Deputy Conservator.

THE COMMISSIONERS FOR THE PORT OF CALCUTTA.

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

1. The period of a vessel's occupation of the Dry Docks counts from the time when the caisson was placed in position after entering till she has cleared the Dry Dock entrance when leaving.
2. The vessel must be in ballast trim, must be upright, and, as nearly as possible, on even keel, otherwise she may be refused admission to the Dry Docks. All side and stern ports to be shut.
See Bye-law No. 4.
3. The trim of a vessel is not to be altered, nor heavy weight moved on boardship while in the Dry Docks.
See Bye-law No. 12.
4. Water ballast is not to be run out of a vessel while in the Dry Docks, except when written sanction has been obtained from the Deputy Conservator to do so and after the vessel has accepted in writing all risks. The necessary form of application may be obtained from the officer in charge of the Dry Docks.
See Bye-law No. 12.
5. Plugs are not to be removed from a vessel's bottom, and no bilge water is to be run out or thrown or pumped out into the Dry Docks without the sanction of the officer in charge of the Docks.
See Bye-law No. 4.
6. Galley refuse, sweepings and rubbish are not to be thrown about the Dock premises, but must be deposited in the proper receptacle which will be provided by the officer in charge of the Dry Docks.
See Section 137, Calcutta Port Act, III of 1900.
7. It is important that early intimation should be given to the officer in charge of the Dry Docks when any work is to be carried on after 6 p.m., or before 6 a.m., or during the night, or on Sunday.
Sunday and night work.
8. All persons working in the Dry Docks shall obey the orders of the Deputy Conservator, or any officers acting under his orders.

SCHEDULE H.

KIDDERPORE GRAVING DOCKS.

*Revised Scale of Charges.**Dimensions, No. 1 Dock.*

Length on blocks	...	...	520 feet.
Width at entrance	...	...	67 "
Least depth on blocks	...	...	23 "

" No. 2 Dock.

Length on blocks	...	...	463 feet.
Width at entrance	...	...	67 "
Least depth on blocks	...	...	23½ "

The following revised scale of charges for the use of the Commissioners' Dry Docks at Kidderpore, 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 letters Nos. 825 Mne, and No. 349-T-Marine, dated the 3rd April 1907, and 25th October 1910 is published for general information under the provisions of section 107 of the said Act:—

Rs. A. P.

**1. For the first 24 hours.*

For vessels not exceeding 2,000 tons	...	0	6	6	per gross ton.
For vessels from 2,000 to 3,000 tons	...	812	8	0	(the charge for a vessel of 2,000 tons) plus Rs. 6-4-0 for every 50 tons gross or part of 50 tons above 2,000 tons.
For vessels from 3,000 tons upwards	...	937	8	0	(the charge for a vessel of 3,000 tons) plus Rs. 5 for every 50 tons gross or part of 50 tons above 3,000 tons.

*Calcutta Gazette of 9th November 1910.

From the second to the eighth day inclusive—for every six hours or part thereof ... 50 0 0

From the ninth to the twentieth day inclusive—for every 6 hours or part thereof ... 75 0 0

For re-docking within the period for which the vessel has been regulated or re-regulated for each re-docking ... 120 0 0

2. The above stated charges include removal of vessels from Tidal Basin into the Dry Docks and back, docking, pumping, shoring and undocking, also the use of stages and stage ropes for cleaning and painting.

3. The period of a vessel's occupation of the Docks shall count from the time the caisson was placed in position after her entering till she has cleared the Dry Dock entrance when leaving.

4. In the event of a vessel being refused admission into the Dry Docks, because of any of the provisions of bye-law No. 4 not having been carried out, all the expenses incurred by the Commissioners in respect to the docking of such vessel shall be borne by the vessel.

5. The owners of the vessel removed from the Dry Docks under the provisions of bye-law No. 7 shall pay to the Commissioners all the expenses incurred in so doing, including the cost of making the vessel water-tight, if necessary.

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

7. 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.

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

9. No Dock-dues will be charged on vessels passing through the Tidal Basin to or from the Dry Docks.

10. The cost of deodorising and pumping out of the Dry Docks bilge-water and of water admitted to dilute bilge-water shall be borne by the vessel.

For rules for vessels in Graving Docks see page 145, rules 25 to 34.

TOWING AND OTHER CHARGES.

PORT OF CALCUTTA.

Towing a vessel in ballast by tug or steam hopper—

	Rs.
Budge-Budge to Calcutta or Garden Reach Mooring	200 each tug.
Budge-Budge to Dry Dock above bridge	250 " "
Dry Dock above bridge to Calcutta or Garden Reach Mooring 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 vessel for which a fire float or vessel of like description would be sufficient, half of any of the above charges.	
Hire of a steam-hopper for a day or part of a day	150
Towing through the bridge only dhoomies between 100 and 150 tons	25
Do. do. between 150 and 200 tons	32
Services of steam launch for a day or part of a day	25
Use of fire float for work other than fire extinguishing or towing duties	25

FUMIGATING CHARGE.

Charge for the use of the Clayton Fumigating Apparatus including stores	100 per vessel for each operation.
---	------------------------------------

*Scale of charges for licensing, registration and regulation of vessels
plying for hire, &c.*

CARGO VESSELS.

1. For surveying, registering, branding and painting number and issuing license to cargo-boats, subject to a maximum of Rs. 32 per boat—

	Ra. As. P.
Boats of Class I, not above 40 tons	0 4 0 per ton.
Boats of Class I, above 40 and not above 70 tons	... 0 5 0 "
Boats of Class I, above 70 tons	... 0 6 0 "
Boats of Class II, per ton	... 0 4 0 "
Cargo flats (irrespective of tonnage)	8 0 0 each.

Explanation.—The words "ton" and "tonnage" in the foregoing scale refer to the tonnage as determined under rule 60 of the rules for the port of Calcutta as amended by notification No. 144 Marine, dated the 30th November 1908.

	Ra. As. P.
2. Metal ticket for manjees, and manjee's license	0 4 0
3. Endorsement of change of owner in register and license	... 2 0 0
4. Issue of duplicate license to vessels, or tickets to manjees, in lieu of those defaced or lost	1 0 0
5. Extension certificate for the period of extension required proportionate to twice the value of the annual license.	

PASSENGER VESSELS.

6. For surveying, registering, branding and painting number and issuing license to passenger vessels—

For every passenger which such vessel is licensed to carry	... 0 3 0
up to a maximum of Rs. 7-8 in the case of a passenger, rowing or sailing boat.	

7. Plate showing number of license, crew and passengers, in English and Vernacular	... 0 8 0
8. License and metal ticket for persons in charge of vessels	... 0 4 0
9. Endorsement of change of ownership in register and license	... 2 0 0
10. Issue of duplicate license or tickets to vessels or manjees in lieu of those defaced or lost	... 1 0 0

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

*Rules and charges in regard to Burst Bales of Jute and bales
opened for examination at the Docks.*

- (1) The Commissioners will refuse to accept all bales that arrive at the docks in a burst condition and will return them to the Press Houses at once free of charge.
- (2) Bales that burst after arrival at the docks will, if removed within four days after official advice has been given, be sent from the shipment sheds to such other sheds or warehouse as may be convenient to the Commissioners, and a removal charge of one anna per bale will be incurred.
- (3) Bales lying in these sheds will incur rent at the rate of two annas per bale per week or part of a week for the first week, four annas per bale for the second week, eight annas per bale for the third week and one rupee per bale for the fourth week.
- (4) Bales opened for examination will incur rent as above, in addition to the existing removal charge of eight annas per bale, if not removed after the first week.
- (5) If after a month the bales are not removed by the shippers from the Commissioners' sheds, they will be sold by the Commissioners to defray the charges incurred.

*Scale of charges for towing vessels in ballast by the "Helly" 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 "Helly" 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 "Helly" 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 dhooies between 100 and 150 tons	... 25
Do. do. between 150 and 200 tons	... 32

Scale of charges for services of Tugs when employed on Salvage Work.

Rupees 600 for every 12 hours or part of 12 hours with a minimum charge of Rs. 600.

In addition to the actual cost of replacing any equipment lost and of repairing damage done to the tugs during salvage operations will be recoverable from the owners or agents on whose behalf the tugs are employed.

Scale of charges for assisting vessels by the tug "Rescue."

Scale of charge for assisting vessels from the jetties to the docks by the tug "Rescue" ... Rs. 100 for each operation.

Scale of charges for the recovery of anchors and chains.

(1) From Cossipore down to the old boundary pillar at Garden Reach—

- (a) Hire of anchor-vessels at Rs. 150 per diem per vessel.
- (b) Hire of heave-up boats at Rs. 20 per diem per boat.
- (c) For service of crews at 2 annas per diem per man.

(2) From the old boundary pillar to the sea.

Salvage charge of Rs. 3-8-3 per cwt. on anchors and chains recovered.

Charges on sweepings of grains, seeds, pulses, etc.

1. Sweepings collected by shippers in the Dock Shipping sheds must be removed by them within 2 days after the steamer leaves her berth.

2. If the sweepings are not removed after 2 days they will be sent to "A" shed on the east side, and "B" shed on the west side by the Port Commissioners and a removal charge at one anna per bag or part of a bag will be incurred.

3. While the bags are lying in either "A" or "B" shed they will incur rent at two annas per bag per week or part of a week.

4. If after a month the bags are not claimed or not removed from "A" or "B" shed they will be sold by the Port Commissioners to defray expenses incurred.

CHARGES ON COAL.

Gangway charges.

1. On all vessels berthed at the Kidderpore Docks, including the Coal Dock, for the hire of gangways and services rendered in placing and removing them irrespective of the number of gangways supplied and the number of days a vessel is alongside the quay ... Rs. 2 per vessel.

Shipping charges.

2. Coal sent down to the Docks by rail will be shipped direct from the wagons for a charge of $5\frac{1}{2}$ annas a ton including trimming in the ship's hold.

Dumping charges.

3. 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 in addition to the ordinary shipping charge of $5\frac{1}{2}$ annas.

Night-work.

4. At the request of the shipper, night work will be undertaken, an additional rate of one anna a ton being charged.

Shut-out charges.

5. Coal after having been dumped in one berth, removed to another berth for shipment direct from wagons ... 6 annas a ton.
6. Ten days' free time to be allowed after which the coal to pay ... Rs. 2 for $37\frac{1}{2}$ tons or part thereof.
7. Coal removed by coolies from one berth to another ... 2 annas per ton.
8. Squaring up and measuring coal left on the dumping-ground after a vessel has been completed ... Actual cost.
9. On coal shipped overside into a vessel as cargo or bunker coal if trimmed by P. C. Labour ... 2 annas per ton.

Weighment charges.

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

Re-landing charges on put-back cargoes.

11. Re-landing, including stowcloring ... Rs. 1-8 per ton.

12. Removal from the berth at which the vessel discharges ... 6 annas per ton.
13. Rent for one week or part of a week ... 4 annas per ton.
14. For unloading coal arriving for a steamer at the Docks before its station has been opened or after it has been closed, a charge of 4 annas per ton will be levied in addition to the usual dock charges for shipping and dumping, and rent for the ground occupied by the coal.

Provided that if wagons arriving too early or too late for one vessel can be diverted from Dock Junction to another vessel whose station is open at the time, no charge shall be levied.

Over-loading charges.

15. On coal dispatched to a specified steamer in excess of 5 per cent. above what the steamer will carry, and dumped at the berth or elsewhere, an extra charge will be levied at the rate of 4 annas per ton on the excess quantity.

Provided that when such excess coal is—

(a) Shipped at the same berth by the next following steamer, or

(b) Diverted from the Junction to another steamer for which a station is open at the time, no charge shall be levied.

16. But if such excess coal be diverted, not from the Junction but from the berth to which it is booked, to another berth, to be immediately loaded on another vessel or dumped ready for shipment by another vessel for which a station is open at the time, then a diversion charge of 6 pies a ton will be levied.

**Shunting charge at Shalimar.*

17. Shunting charge on coal booked to Shalimar Coal Yard to a consignee who is not a depositor
- | | | |
|----------------------|-----|------------------|
| River due Cargo coal | ... | Rs. 1 per wagon. |
| " Bunker " | ... | As. 4 per ton. |
| " " | ... | " 3 do. |

Fees for quick loading and discharge of Inland Navigation Steam Vessels and Flats.

LOADING.

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

* The above charge is in addition to the terminal charge of one pie per maund paid by the railway.

DISCHARGING.

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

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

Kantapukur Sheds.

1. On consignments of grains, seeds and pulses unloaded in the Kantapukur Sheds, the following extra charges will be made:—

(a) Rent at the following rates—

From 1st to 4th week 3 annas per ton per week or part thereof.

From 5th to 8th week 5 annas per ton per week or part thereof.

For 9th week 7 annas per ton per week or part thereof.

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

2. Shed accommodation at Kantapukur will also be rented out at the rate of Rs. 40 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 re-delivered to the Commissioners into wagons. The Commissioners will unload into the shed and re-load into wagons.

3. 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.

4. 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 re-loaded and conveyed by rail to Hatkhollah or Pathuringhatta at 6 annas per ton, the loading at the dock being done by the Port Commissioners and the unloading at Hatkhollah or Pathuringhatta by the consignees.

5. 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.

6. Shippers will be charged rent at the rates given above, 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 3 annas is levied.

Schedule of charges on Shut-out cargo.

When cargo ready for shipment is shut out by a vessel for want of space, the vessel having been over-booked, or for the vessel's convenience, the following charges shall be payable by the vessel:—

	I. If diverted from the yard to another shed and shipped from that shed.	II. If unloaded at the shed to which booked and shipped from that shed.	III. If unloaded at one shed and removed to and shipped from another shed.
	Annas.	Annas.	Annas.
Jute, Hemp, Cotton, etc., per bale ...	1½	2	3
Bag cargo per ton ...	5	6	8
Hides per bale ...	5	6	8
Skins per bale ...	2½	3	4
Ten per chest ...	2	2	3
Other cargo chargeable by weight—per ton ...	5	6	8
Other cargo chargeable per package ...	2	2	3

The above charges will cover rent for seven days, after the expiration of which period rent will be charged against the shipper on bag cargo at the following rates:—

From 1st. to 4th week, 3 annas per ton per week or part thereof.
 " 5th " 8th " 5 " " " " "
 " 9th " 7 " " " " " "
 and at 25 per cent. of the shipping charge per week or part of a week on other cargo.

When cargo is sent down by shippers to the transit sheds and cannot be shipped for want of complete papers, or in the case of jute owing to the bales not having been inspected, rent on the following scale will be levied from the date of receipt of the cargo in the transit sheds:—

	1st week or part of week.	2nd week or part of week.	2nd week or part of week.	3rd week or part of week after.
	Annas.	Annas.	Annas.	Annas.
Jute, Cotton, Hemp, etc., per bale ...	2	3	4	6
Bag cargo per ton ...	4	5	6	7
Hides per bale ...	4	5	6	7
Skins per bale ...	2	2½	3	3½
Ten per chest ...	2	2	3	3
Other cargo chargeable by weight—per ton ...	4	5	6	7
Other cargo chargeable per package ...	2	2	3	3

If such cargo is subsequently removed to another shed for shipment the usual charge for removal will be levied.

*Scale of charges for cargoes of "Put-back" Steamers at
Kidderpore Docks.*

Rent at the rate of Rs. 4,500 per mensem will be charged for the occupation of the Kidderpore Dock sheds for cargoes of "put-back" steamers.

No receipts are given by the Commissioners for "put-back" cargo, and the goods remain in the charge of the agents of the vessel to whom the keys of the shed can be made over.

Such cargo shall ordinarily be stored in the transit shed during the whole period the vessel is under examination or repairs, but the Commissioners shall have the option, if necessary, to remove the cargo by wagons at their own expense to a warehouse, without responsibility for any loss or damage that may occur during the process.

If land is required for the storage of any such cargo in the open, rent will be charged at the rate of Rs. 4 per catch per mensem.

*Scale of charges on hides passed through hide sheds and docks
rented to shippers.*

SCALE OF SHIPPING CHARGES.

Cow Hides ...	Maximum 200 pieces per bale			
Buffalo Hides	" 100 "	" "		
Cow calf skins	under 5 lbs.			
each ...	500	" "		Rs. 3 per bale.
Buffalo calf				
skins under				
12 lbs. each	400	" "		
Goat skins ...	300	" "		
Kid skins ...	1,000	" "		Rs. 1-8 per bale.
Sheep skins ...	300	" "		
Wet salted cow hides per bag of 6 pieces			Rs. 0 3 0	per bag.
Wet salted goat skins in bags shipped at the docks through the hide depot ...			Rs. 3 0 0	per ton.
Cow hides in bags ...			" 3 0 0	" "
Lae refuse in bags ...			" 1 8 0	" "
Stick-lae ...			" 3 0 0	" "
Rent or royalty on cuttings transported for shipment ...				Rs. 1-6 per cwt.
Rent or royalty on cow or buffalo hides sold locally ...				As 4 per 100 pieces.
Rent or royalty on cow and buffalo calf skins, sheep and goat skins sold locally				As 2 per 100 pieces.
Skins in casks ...			Rs. 3	per ton.
Horns in bags ...			" 2 "	" "

Rules for the passing heavy loads over the Howrah Bridge.

1. The present maximum weight of $7\frac{1}{2}$ tons on not less than 4 wheels or $1\frac{1}{2}$ tons per wheel shall be strictly adhered to.
2. A statement of the actual total weight including the vehicle should be given to the officer in charge on the bridge before such weight or vehicle enters the approach to the bridge.
3. Heavy weights may be checked by the officer in charge on the bridge before being allowed to cross.
4. Heavy weights will only be allowed to cross at about high or low water at the discretion of the officer in charge on the bridge.
5. Loads may be allowed to cross on the presentation of a statement giving the weights to the officer in charge on the bridge without waiting for the signature of the Superintendent of the bridge subject to the foregoing rules.

*Bye-laws for the safe and convenient use of the Howrah Bridge and
approaches thereto and for the passage of ships, boats
and vessels through the said bridge at night.*

1. The speed of vessels through the water at night shall not exceed 6 knots, within the limit of Juggernath Ghat on the north and Prinsep's Ghat on the south.
2. No vessels approaching the bridge at night shall overtake and pass one another between the limits of Juggernath Ghat on the north and Prinsep's Ghat on the south.
- 2A. During strong tides a red flag by day and a red light by night will be hoisted on the flag-staff situated near the look-out house on the Howrah Bridge and when this is done, no flats or cargo boats of 100 tons burden or upward shall be towed or passed through any of the openings of the Howrah Bridge without the special permission of the Commissioners.
3. No vessels may pass at night through the opening of the Bridge unless they are being towed by a steamer.
4. No vessels may pass at night through the bridge opening with the towing steamer ahead.
5. No more than three vessels may pass at night through the bridge opening at one time; they must be secured alongside the towing steamer one on either side.
6. The passage of cargo boats or any description of vessel propelled by oars or sails through the bridge opening at night is strictly prohibited.
7. Vessels intending to pass at night through the bridge opening shall not use their search lights when approaching the bridge, at a less distance than $\frac{1}{4}$ of a mile; they may again bring them into use when well clear of the opening.
8. The movements at night of both inland vessels and the ferry steamer shall be regulated by and rest with the Harbour Master or other officers deputed for this duty.
9. Vessels may only approach the bridge opening at night for the purpose of passing through after they have received the safety signal which shall consist of a green light shown from the bridge look-out house; the danger or "stop" signal shall consist of a red light shewn from the same position.

The same description of coloured lights shall apply to the movements of the ferry steamer.

10. Applications for the passage of inland vessels through the bridge at night shall be made to the Harbour Master not later than 4 p.m. on the day previous.

Immediate intimation must be given to the Harbour Master if it becomes necessary to cancel such application in order that the bridge shall not be kept open at night longer than necessary.

11. After the passage at night of all vessels entered on the Harbour Master's list, the bridge shall immediately be closed.

12. Ocean-going steamers shall not be passed through at night except with the special sanction of the Commissioners or of any person specially appointed by them in that behalf.

13. Applications to pass ocean-going steamers at night through the bridge shall be made 48 hours before the opening is required.

14. A monthly programme of the proposed bridge openings at night will be available for public information on the first of each month.

Dye-law for the passage of ships, boats and vessels through the Howrah Bridge.

All steam-launches proceeding upwards through the Howrah Bridge shall pass through one of the openings east of the centre of the bridge; and launches passing downwards through the bridge shall pass through one of the openings west of the centre of the bridge.

Scale of charges for removal and storage of duty-paid goods in the Fairlie and Dock Warehouses.

FAIRLIE WAREHOUSE.

	Per.	Removal charges.	Rent per month or part thereof.	
			Rs. As. P.	Rs. As. P.
Piece Goods	Package	...	0 2 0	0 6 6
Cement	Cask	...	0 1 0	0 2 0
Copper & Yellow Metal	Cwt. or part thereof	...	0 0 6	0 0 6
Corrugated Iron				
Unenumerated Goods chargeable by—				
(a) Weight				
(b) Measurement	Club foot or part thereof	...	0 0 3	0 0 4

DOCK WAREHOUSE.

Removal Charges.—The same as for Fairlie Warehouse, except that when consignments landed at the Jetties are removed to the Dock Warehouse double rates will be charged.

Rent Charges.—Twenty-five per cent. more than the rates for Fairlie Warehouse.

Rent will be charged at the Fairlie and Dock Warehouses for all consignments entering these warehouses from the date the vessel from which the goods are landed, leaves the berth after completing her discharge.

Renewal charges will be recovered at the same time as the first month's rent, and rent charges will be payable monthly in advance.

Scale of charges on tea at the Tea Warehouse and at the Kidderpore Docks.

	Rs. A. P.
(1) Receiving from railway wagons, carts, steamers, flats or boats, including Port Commissioners' railway freight and wharf charges, per 90 lbs...	0 0 6
(2) Laying down, opening, alighting for ordinary inspection, soldering, closing and re-opening, re-soldering and re-closing (two chests per lot) for buyers' samples with storage for one month, per 90 lbs. ...	0 2 0
(3) Cross-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 3 chests ... 1 0 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, etc., (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 1 0
- (b) Exceeding 15 days (or in the case of sale teas, one month), per week or part of a week, per package ... 0 0 6

Delivering from Warehouse.

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

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

Shipment Charges, &c.

	Rs.	A.	P.
(11) Despatching from warehouse or ghats and shipping on board of vessel at the docks, per 100 lbs.	0	0	9
(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 100 lbs.	0	0	9
(13) Removal, <i>i.e.</i> , 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, per chest	0	0	6
(14) Re-bookings, <i>i.e.</i> , the charge made when goods originally declared for one vessel are re-declared for another, per chest... ..	0	0	3
(15) Loading tea into wagons from direct shipment Tea Sheds at Garden Reach per chest	0	0	2
(16) Shipping charge on Tea Waste per bag	0	0	6

Miscellaneous Charges.

Re-inspecting lots reprinted from previous sale per 100 chests	3	5	0
Drawing samples per 100 chests	3	5	0
Turning over per 100 chests	1	0	0
Opening and closing lids per 100 chests	0	13	0
Assorting and re-stacking per 100 chests	1	0	0
Re-opening for inspection and re-soldering per 100 chests	1	8	0
Cost of supplying lead per piece	0	8	0
Inspection of teas not included in sale per 100 chests	3	5	0
Weighing gross per chest	0	0	3
Loading teas from Tea Warehouse to Armenian Ghat (local line delivery) per chest	0	0	8

Warehouse charges on cases of tea seeds, waste, and fluff sold by brokers:—

Receiving	per chest...	0	0	6
Laying down	" "	0	2	0

N.B.—Teas sent direct to the docks will be bulked for Rs. 1 per 3 packages if invoiced for bulked 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 pice per package will be made.

Bulking charges at Tea Warehouse.

	Rs.	A.	P.
100 chests re-packed into 100 chests at ...	33	5	4
or ...	0	5	4
100 half-chests re-packed into 100 half-chests at ...	33	5	4
or ...	0	5	4
100 chests re-packed into 200 half-chests at ...	50	0	0
or ...	0	8	0
100 chests re-packed into 500 Boxes at ...	66	10	8
or ...	0	10	8
100 half-chests re-packed into 250 Boxes at ...	66	10	8
or ...	0	10	0

Rent on space allowed to the shippers to re-pack teas by their own labour in any part of the Tea Warehouse save and except the rented space at 2 annas per chest on the original number of chests.

PORT-DUES.

Port-due leviable on vessels entering the port of Calcutta:—

- (1) On sea-going vessels of twenty tons and upwards [except those referred to in clause (2) *infra*] and on tug 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.

The rate of Port-dues 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 ordinarily be chargeable.

HOSPITAL DUES.

Hospital port-dues leviable on sea-going vessels on every entry in the port, per ton ... Rs. 0 0 6

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.

MARINE FEES.

	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 ...	16	0	0
Hauling in and out of dock ...	30	0	0
Transporting or removing from one part of the port to another ...	14	0	0*
Removing from one mooring to another at the request of the agents or master ...	50	0	0
Hooking ...	16	0	0
Measuring a vessel to fix tonnage ...	30	0	0
Measuring space occupied by crew in a sailing vessel ...	10	0	0
Measuring engine-room and crew space in steamers ...	30	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.

MISCELLANEOUS MARINE FEES.

	Rs.	A.	P.
Use of buoy hauling in or out of dock ...	10	0	0
Extra fee for Assistant 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-vessels not furnished with steam power, per diem ...	20	0	0
Steam anchor-boat ...	50	0	0
Hawser-boat hire ...	6	0	0
Magnazine fees payable on delivery—			
On sporting powder, per lb. ...	0	0	6
On blasting " " ...	0	0	6

*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.

Godown rent on all cases of powder and ammunition at the rate of one pie per lb. per mensem or portion of a mensem.

Shackle hire 30 days ... at 4 annas each per day.

" " after 30 days ... at 2 " " "

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

Hire of chain at 2 rupees per day for 30 fathoms.

Compensation to Leadaman for being carried off to the sea at Rs. 5 per day.

Charges for uses of the Clayton Fumigating Apparatus including stores, Rs. 100 per vessel for each operation.

Mooring Hire.

				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 "	1,349 "	...	5	0 0
" "	1,350 "	1,499 "	...	6	0 0
" "	1,500 "	1,749 "	...	7	0 0
" "	1,750 "	1,999 "	...	8	0 0
" "	2,000 "	2,349 "	...	9	0 0
" "	2,350 "	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

Per mensem.
Rs. A. P.

Special rate for swinging moorings occupied by tug steamers ... 30 0 0

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

For the use of moorings at Budge-Budge by flats for the first 24 hours ... Rs. 10 0 0

For each succeeding 24 hours or part of 24 hours ... 2 0 0

Scale of charges for the use of moorings by launches.

For small launches up to a limit of 70 feet over all	Rs. 25 per mensem.
For all launches more than 70 feet over all	Rs. 30 "

TONNAGE SCALE FOR PILOTS, 1916.

Branch Pilots	Above 3,700 tons and upwards.
Senior Master Pilots	From over 1,850 to 3,700 tons.
Junior "	" " 1,850 to 2,900 "
Mate Pilots	Up to 1,850 "

STRENGTH OF THE BENGAL PILOT SERVICE, 1916.

Branch Pilots	18
Master	30
Mate	10
Total	58

PILOTAGE CHARGES FOR CALCUTTA.

(This scale came into force from 1st April 1908.)

NOTIFICATION No. 62, MARSE.

The 3rd June, 1908.—With the previous sanction of the Governor-General in Council, the Lieutenant-Governor has been pleased, under section 35 (4) of the Indian Ports Act, X of 1889, to sanction the following revised scale of pilotage fees for the Port of Calcutta:—

Shippers or Sealing Vessels taking steam from any part of the distance are entitled to a reduction of one-fourth from the charges for each portion of the distance.

DRAUGHT.	Full pilotage (maximum)	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
1	2	3	4	5	6	7	8	9	10	11	12	13
Not exceeding 8 feet	Rs. 25	Rs. 15	Rs. 10	Rs. 7	Rs. 5	Rs. 4	Rs. 3	Rs. 2	Rs. 1	Rs. 1	Rs. 1	Rs. 1
9 ditto ditto 10	35	25	15	10	7	5	4	3	2	1	1	1
10 ditto ditto 11	45	35	25	15	10	7	5	4	3	2	1	1
11 ditto ditto 12	55	45	35	25	15	10	7	5	4	3	2	1
12 ditto ditto 13	65	55	45	35	25	15	10	7	5	4	3	2
13 ditto ditto 14	75	65	55	45	35	25	15	10	7	5	4	3
14 ditto ditto 15	85	75	65	55	45	35	25	15	10	7	5	4
15 ditto ditto 16	95	85	75	65	55	45	35	25	15	10	7	5
16 ditto ditto 17	105	95	85	75	65	55	45	35	25	15	10	7
17 ditto ditto 18	115	105	95	85	75	65	55	45	35	25	15	10
18 ditto ditto 19	125	115	105	95	85	75	65	55	45	35	25	15
19 ditto ditto 20	135	125	115	105	95	85	75	65	55	45	35	25
20 ditto ditto 21	145	135	125	115	105	95	85	75	65	55	45	35
21 ditto ditto 22	155	145	135	125	115	105	95	85	75	65	55	45
22 ditto ditto 23	165	155	145	135	125	115	105	95	85	75	65	55
23 ditto ditto 24	175	165	155	145	135	125	115	105	95	85	75	65
24 ditto ditto 25	185	175	165	155	145	135	125	115	105	95	85	75
25 ditto ditto 26	195	185	175	165	155	145	135	125	115	105	95	85
26 ditto ditto 27	205	195	185	175	165	155	145	135	125	115	105	95
27 ditto ditto 28	215	205	195	185	175	165	155	145	135	125	115	105
28 ditto ditto 29	225	215	205	195	185	175	165	155	145	135	125	115
29 ditto ditto 30	235	225	215	205	195	185	175	165	155	145	135	125
30 ditto ditto 31	245	235	225	215	205	195	185	175	165	155	145	135

DRAUGHT.	Full pilotage (maximum)	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
1	2	3	4	5	6	7	8	9	10	11	12	13
Not exceeding 8 feet	Rs. 25	Rs. 15	Rs. 10	Rs. 7	Rs. 5	Rs. 4	Rs. 3	Rs. 2	Rs. 1	Rs. 1	Rs. 1	Rs. 1
9 ditto ditto 10	35	25	15	10	7	5	4	3	2	1	1	1
10 ditto ditto 11	45	35	25	15	10	7	5	4	3	2	1	1
11 ditto ditto 12	55	45	35	25	15	10	7	5	4	3	2	1
12 ditto ditto 13	65	55	45	35	25	15	10	7	5	4	3	2
13 ditto ditto 14	75	65	55	45	35	25	15	10	7	5	4	3
14 ditto ditto 15	85	75	65	55	45	35	25	15	10	7	5	4
15 ditto ditto 16	95	85	75	65	55	45	35	25	15	10	7	5
16 ditto ditto 17	105	95	85	75	65	55	45	35	25	15	10	7
17 ditto ditto 18	115	105	95	85	75	65	55	45	35	25	15	10
18 ditto ditto 19	125	115	105	95	85	75	65	55	45	35	25	15
19 ditto ditto 20	135	125	115	105	95	85	75	65	55	45	35	25
20 ditto ditto 21	145	135	125	115	105	95	85	75	65	55	45	35
21 ditto ditto 22	155	145	135	125	115	105	95	85	75	65	55	45
22 ditto ditto 23	165	155	145	135	125	115	105	95	85	75	65	55
23 ditto ditto 24	175	165	155	145	135	125	115	105	95	85	75	65
24 ditto ditto 25	185	175	165	155	145	135	125	115	105	95	85	75
25 ditto ditto 26	195	185	175	165	155	145	135	125	115	105	95	85
26 ditto ditto 27	205	195	185	175	165	155	145	135	125	115	105	95
27 ditto ditto 28	215	205	195	185	175	165	155	145	135	125	115	105
28 ditto ditto 29	225	215	205	195	185	175	165	155	145	135	125	115
29 ditto ditto 30	235	225	215	205	195	185	175	165	155	145	135	125
30 ditto ditto 31	245	235	225	215	205	195	185	175	165	155	145	135

Table of *Pilgrage for Sailing Vessels not being towed by steam.*

INWARD PILOTAGE.

Discharge of Vessel.	Tide									
	Re.	Rs.	Re.	Rs.	Re.	Rs.	Re.	Rs.	Re.	Rs.
Exceeding 8 feet, but not 9 feet	54	48	45	40	29	43	47	43	18	0
ditto ditto 9 feet	82	78	71	64	47	40	43	38	22	15
ditto ditto 10 "	105	100	88	81	58	51	54	48	33	24
ditto ditto 11 "	128	122	106	98	68	61	64	57	42	31
ditto ditto 12 "	150	144	126	117	78	70	73	66	50	37
ditto ditto 13 "	173	166	145	135	88	80	83	75	57	44
ditto ditto 14 "	195	188	165	154	98	90	93	84	66	51
ditto ditto 15 "	218	210	187	175	108	100	103	94	74	58
ditto ditto 16 "	240	232	208	195	118	110	113	103	83	66
ditto ditto 17 "	262	254	230	216	128	120	123	112	92	74
ditto ditto 18 "	284	276	252	238	138	130	133	122	101	82
ditto ditto 19 "	306	298	274	259	148	140	143	132	111	92
ditto ditto 20 "	328	320	296	280	158	150	153	142	121	102
ditto ditto 21 "	350	342	318	300	168	160	163	152	131	112
ditto ditto 22 "	372	364	340	322	178	170	173	162	141	122
ditto ditto 23 "	394	386	362	344	188	180	183	172	151	132
ditto ditto 24 "	416	408	384	366	198	190	193	182	161	142
ditto ditto 25 "	438	430	406	388	208	200	203	192	171	152
ditto ditto 26 "	460	452	428	410	218	210	213	202	181	162
ditto ditto 27 "	482	474	450	432	228	220	223	212	191	172
ditto ditto 28 "	504	496	472	454	238	230	233	222	201	182
ditto ditto 29 "	526	518	494	476	248	240	243	232	211	192
ditto ditto 30 "	548	540	516	498	258	250	253	242	221	202
ditto ditto 31 "	570	562	538	520	268	260	263	252	231	212
ditto ditto 32 "	592	584	560	542	278	270	273	262	241	222
ditto ditto 33 "	614	606	582	564	288	280	283	272	251	232
ditto ditto 34 "	636	628	604	586	298	290	293	282	261	242
ditto ditto 35 "	658	650	626	608	308	300	303	292	271	252
ditto ditto 36 "	680	672	648	630	318	310	313	302	281	262
ditto ditto 37 "	702	694	670	652	328	320	323	312	291	272
ditto ditto 38 "	724	716	692	674	338	330	333	322	301	282
ditto ditto 39 "	746	738	714	696	348	340	343	332	311	292
ditto ditto 40 "	768	760	736	718	358	350	353	342	321	302
ditto ditto 41 "	790	782	758	740	368	360	363	352	331	312
ditto ditto 42 "	812	804	780	762	378	370	373	362	341	322
ditto ditto 43 "	834	826	802	784	388	380	383	372	351	332
ditto ditto 44 "	856	848	824	806	398	390	393	382	361	342
ditto ditto 45 "	878	870	846	828	408	400	403	392	371	352
ditto ditto 46 "	900	892	868	850	418	410	413	402	381	362
ditto ditto 47 "	922	914	890	872	428	420	423	412	391	372
ditto ditto 48 "	944	936	912	894	438	430	433	422	401	382
ditto ditto 49 "	966	958	934	916	448	440	443	432	411	392
ditto ditto 50 "	988	980	956	938	458	450	453	442	421	402
ditto ditto 51 "	1010	1002	978	960	468	460	463	452	431	412
ditto ditto 52 "	1032	1024	1000	982	478	470	473	462	441	422
ditto ditto 53 "	1054	1046	1022	1004	488	480	483	472	451	432
ditto ditto 54 "	1076	1068	1044	1026	498	490	493	482	461	442
ditto ditto 55 "	1098	1090	1066	1048	508	500	503	492	471	452
ditto ditto 56 "	1120	1112	1088	1070	518	510	513	502	481	462
ditto ditto 57 "	1142	1134	1110	1092	528	520	523	512	491	472
ditto ditto 58 "	1164	1156	1132	1114	538	530	533	522	501	482
ditto ditto 59 "	1186	1178	1154	1136	548	540	543	532	511	492
ditto ditto 60 "	1208	1200	1176	1158	558	550	553	542	521	502
ditto ditto 61 "	1230	1222	1198	1180	568	560	563	552	531	512
ditto ditto 62 "	1252	1244	1220	1202	578	570	573	562	541	522
ditto ditto 63 "	1274	1266	1242	1224	588	580	583	572	551	532
ditto ditto 64 "	1296	1288	1264	1246	598	590	593	582	561	542
ditto ditto 65 "	1318	1310	1286	1268	608	600	603	592	571	552
ditto ditto 66 "	1340	1332	1308	1290	618	610	613	602	581	562
ditto ditto 67 "	1362	1354	1330	1312	628	620	623	612	591	572
ditto ditto 68 "	1384	1376	1352	1334	638	630	633	622	601	582
ditto ditto 69 "	1406	1398	1374	1356	648	640	643	632	611	592
ditto ditto 70 "	1428	1420	1396	1378	658	650	653	642	621	602
ditto ditto 71 "	1450	1442	1418	1400	668	660	663	652	631	612
ditto ditto 72 "	1472	1464	1440	1422	678	670	673	662	641	622
ditto ditto 73 "	1494	1486	1462	1444	688	680	683	672	651	632
ditto ditto 74 "	1516	1508	1484	1466	698	690	693	682	661	642
ditto ditto 75 "	1538	1530	1506	1488	708	700	703	692	671	652
ditto ditto 76 "	1560	1552	1528	1510	718	710	713	702	681	662
ditto ditto 77 "	1582	1574	1550	1532	728	720	723	712	691	672
ditto ditto 78 "	1604	1596	1572	1554	738	730	733	722	701	682
ditto ditto 79 "	1626	1618	1594	1576	748	740	743	732	711	692
ditto ditto 80 "	1648	1640	1616	1598	758	750	753	742	721	702
ditto ditto 81 "	1670	1662	1638	1620	768	760	763	752	731	712
ditto ditto 82 "	1692	1684	1660	1642	778	770	773	762	741	722
ditto ditto 83 "	1714	1706	1682	1664	788	780	783	772	751	732
ditto ditto 84 "	1736	1728	1704	1686	798	790	793	782	761	742
ditto ditto 85 "	1758	1750	1726	1708	808	800	803	792	771	752
ditto ditto 86 "	1780	1772	1748	1730	818	810	813	802	781	762
ditto ditto 87 "	1802	1794	1770	1752	828	820	823	812	791	772
ditto ditto 88 "	1824	1816	1792	1774	838	830	833	822	801	782
ditto ditto 89 "	1846	1838	1814	1796	848	840	843	832	811	792
ditto ditto 90 "	1868	1860	1836	1818	858	850	853	842	821	802
ditto ditto 91 "	1890	1882	1858	1840	868	860	863	852	831	812
ditto ditto 92 "	1912	1904	1880	1862	878	870	873	862	841	822
ditto ditto 93 "	1934	1926	1902	1884	888	880	883	872	851	832
ditto ditto 94 "	1956	1948	1924	1906	898	890	893	882	861	842
ditto ditto 95 "	1978	1970	1946	1928	908	900	903	892	871	852
ditto ditto 96 "	2000	1992	1968	1950	918	910	913	902	881	862
ditto ditto 97 "	2022	2014	1990	1972	928	920	923	912	891	872
ditto ditto 98 "	2044	2036	2012	1994	938	930	933	922	901	882
ditto ditto 99 "	2066	2058	2034	2016	948	940	943	932	911	892
ditto ditto 100 "	2088	2080	2056	2038	958	950	953	942	921	902
ditto ditto 101 "	2110	2102	2078	2060	968	960	963	952	931	912
ditto ditto 102 "	2132	2124	2100	2082	978	970	973	962	941	922
ditto ditto 103 "	2154	2146	2122	2104	988	980	983	972	951	932
ditto ditto 104 "	2176	2168	2144	2126	998	990	993	982	961	942
ditto ditto 105 "	2198	2190	2166	2148	1008	1000	1003	992	971	952
ditto ditto 106 "	2220	2212	2188	2170	1018	1010	1013	1002	981	962
ditto ditto 107 "	2242	2234	2210	2192	1028	1020	1023	1012	991	972
ditto ditto 108 "	2264	2256	2232	2214	1038	1030	1033	1022	1001	982
ditto ditto 109 "	2286	2278	2254	2236	1048	1040	1043	1032	1011	992
ditto ditto 110 "	2308	2300	2276	2258	1058	1050	1053	1042	1021	1002
ditto ditto 111 "	2330	2322	2298	2280	1068	1060	1063	1052	1031	1012
ditto ditto 112 "	2352	2344	2320	2302	1078	1070	1073	1062	1041	1022
ditto ditto 113 "	2374	2366	2342	2324	1088	1080	1083	1072	1051	1032
ditto ditto 114 "	2396	2388	2364	2346	1098	1090	1093	1082	1061	1042
ditto ditto 115 "	2418	2410	2386	2368	1108	1100	1103	1092	1071	1052
ditto ditto 116 "	2440	2432	2408	2390	1118	1110	1113	1102	1081	1062
ditto ditto 117 "	2462	2454	2430	2412	1128	1120	1123	1112	1091	1072
ditto ditto 118 "	2484	2476	2452	2434	1138	1130	1133	1122	1101	1082
ditto ditto 119 "	2506	2498	2474	2456	1148	1140	1143	1132	1111	1092
ditto ditto 120 "	2528	2520	2496	2478	1158	1150	1153	1142	1121	1102
ditto ditto 121 "	2550	2542	2518	2500	1168	1160	1163	1152	1131	1112
ditto ditto 122 "	2572	2564	2540	2522	1178	1170	1173	1162	1141	1122
ditto ditto 123 "	2594	2586	2562	2544	1188	1180	1183	1172	1151	1132
ditto ditto 124 "	2616	2608	2584	2566	1198	1190	1193	1182	1161	11

Table of Pilotage Charges for steam Vessels or for Sailing Vessels using steam for the whole distance piloted.

[illegible]

Table of Pileage Charges for Steam Vessels or for Sailing Vessels using steam for the whole distance plotted.

[illegible]

Table of Pilage Charges payable for Sailing Vessels piloted the whole distance to or from Calcutta, and using steam power while being piloted over the treffles indicated below.

INWARD PILOTAGE.

DISBURSE OF WATER.		VESSELS REGISTERED THE WHOLE DISTANCE BUT USING STEAM FOR THE DISTANCE NEEDED											
		Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.
		Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.	Rs.	A.
Exceeding 8 feet, but not ditto 9 feet		40	8	41	12	53	4	57	8	69	8	71	12
Ditto 9 "		62	62	65	8	87	8	109	8	131	8	153	8
Ditto 10 "		84	4	107	8	110	8	133	8	156	8	179	8
Ditto 11 "		106	8	129	8	132	8	155	8	178	8	201	8
Ditto 12 "		128	8	151	8	154	8	177	8	200	8	223	8
Ditto 13 "		150	8	173	8	176	8	199	8	222	8	245	8
Ditto 14 "		172	8	195	8	198	8	221	8	244	8	267	8
Ditto 15 "		194	8	217	8	220	8	243	8	266	8	289	8
Ditto 16 "		216	8	239	8	242	8	265	8	288	8	311	8
Ditto 17 "		238	8	261	8	264	8	287	8	310	8	333	8
Ditto 18 "		260	8	283	8	286	8	309	8	332	8	355	8
Ditto 19 "		282	8	305	8	308	8	331	8	354	8	377	8
Ditto 20 "		304	8	327	8	330	8	353	8	376	8	399	8
Ditto 21 "		326	8	349	8	352	8	375	8	398	8	421	8
Ditto 22 "		348	8	371	8	374	8	397	8	420	8	443	8
Ditto 23 "		370	8	393	8	396	8	419	8	442	8	465	8
Ditto 24 "		392	8	415	8	418	8	441	8	464	8	487	8
Ditto 25 "		414	8	437	8	440	8	463	8	486	8	509	8
Ditto 26 "		436	8	459	8	462	8	485	8	508	8	531	8
Ditto 27 "		458	8	481	8	484	8	507	8	530	8	553	8
Ditto 28 "		480	8	503	8	506	8	529	8	552	8	575	8
Ditto 29 "		502	8	525	8	528	8	551	8	574	8	597	8
Ditto 30 "		524	8	547	8	550	8	573	8	596	8	619	8
Ditto 31 "		546	8	569	8	572	8	595	8	618	8	641	8
Ditto 32 "		568	8	591	8	594	8	617	8	640	8	663	8
Ditto 33 "		590	8	613	8	616	8	639	8	662	8	685	8
Ditto 34 "		612	8	635	8	638	8	661	8	684	8	707	8
Ditto 35 "		634	8	657	8	660	8	683	8	706	8	729	8
Ditto 36 "		656	8	679	8	682	8	705	8	728	8	751	8
Ditto 37 "		678	8	701	8	704	8	727	8	750	8	773	8
Ditto 38 "		700	8	723	8	726	8	749	8	772	8	795	8
Ditto 39 "		722	8	745	8	748	8	771	8	794	8	817	8
Ditto 40 "		744	8	767	8	770	8	793	8	816	8	839	8
Ditto 41 "		766	8	789	8	792	8	815	8	838	8	861	8
Ditto 42 "		788	8	811	8	814	8	837	8	860	8	883	8
Ditto 43 "		810	8	833	8	836	8	859	8	882	8	905	8
Ditto 44 "		832	8	855	8	858	8	881	8	904	8	927	8
Ditto 45 "		854	8	877	8	880	8	903	8	926	8	949	8
Ditto 46 "		876	8	899	8	902	8	925	8	948	8	971	8
Ditto 47 "		898	8	921	8	924	8	947	8	970	8	993	8
Ditto 48 "		920	8	943	8	946	8	969	8	992	8	1015	8
Ditto 49 "		942	8	965	8	968	8	991	8	1014	8	1037	8
Ditto 50 "		964	8	987	8	990	8	1013	8	1036	8	1059	8
Ditto 51 "		986	8	1009	8	1012	8	1035	8	1058	8	1081	8
Ditto 52 "		1008	8	1031	8	1034	8	1057	8	1080	8	1103	8
Ditto 53 "		1030	8	1053	8	1056	8	1079	8	1102	8	1125	8
Ditto 54 "		1052	8	1075	8	1078	8	1101	8	1124	8	1147	8
Ditto 55 "		1074	8	1097	8	1100	8	1123	8	1146	8	1169	8
Ditto 56 "		1096	8	1119	8	1122	8	1145	8	1168	8	1191	8
Ditto 57 "		1118	8	1141	8	1144	8	1167	8	1190	8	1213	8
Ditto 58 "		1140	8	1163	8	1166	8	1189	8	1212	8	1235	8
Ditto 59 "		1162	8	1185	8	1188	8	1211	8	1234	8	1257	8
Ditto 60 "		1184	8	1207	8	1210	8	1233	8	1256	8	1279	8
Ditto 61 "		1206	8	1229	8	1232	8	1255	8	1278	8	1301	8
Ditto 62 "		1228	8	1251	8	1254	8	1277	8	1299	8	1323	8
Ditto 63 "		1250	8	1273	8	1276	8	1297	8	1320	8	1343	8
Ditto 64 "		1272	8	1295	8	1298	8	1319	8	1342	8	1365	8
Ditto 65 "		1294	8	1317	8	1320	8	1341	8	1364	8	1387	8
Ditto 66 "		1316	8	1339	8	1342	8	1363	8	1386	8	1409	8
Ditto 67 "		1338	8	1361	8	1364	8	1385	8	1408	8	1431	8
Ditto 68 "		1360	8	1383	8	1386	8	1407	8	1430	8	1453	8
Ditto 69 "		1382	8	1405	8	1408	8	1429	8	1452	8	1475	8
Ditto 70 "		1404	8	1427	8	1430	8	1451	8	1474	8	1497	8
Ditto 71 "		1426	8	1449	8	1452	8	1473	8	1496	8	1519	8
Ditto 72 "		1448	8	1471	8	1474	8	1495	8	1518	8	1541	8
Ditto 73 "		1470	8	1493	8	1496	8	1517	8	1540	8	1563	8
Ditto 74 "		1492	8	1515	8	1518	8	1539	8	1562	8	1585	8
Ditto 75 "		1514	8	1537	8	1540	8	1561	8	1584	8	1607	8
Ditto 76 "		1536	8	1559	8	1562	8	1583	8	1606	8	1629	8
Ditto 77 "		1558	8	1581	8	1584	8	1605	8	1628	8	1651	8
Ditto 78 "		1580	8	1603	8	1606	8	1627	8	1650	8	1673	8
Ditto 79 "		1602	8	1625	8	1628	8	1649	8	1672	8	1695	8
Ditto 80 "		1624	8	1647	8	1650	8	1671	8	1694	8	1717	8
Ditto 81 "		1646	8	1669	8	1672	8	1693	8	1716	8	1739	8
Ditto 82 "		1668	8	1691	8	1694	8	1715	8	1738	8	1761	8
Ditto 83 "		1690	8	1713	8	1716	8	1737	8	1760	8	1783	8
Ditto 84 "		1712	8	1735	8	1738	8	1759	8	1782	8	1805	8
Ditto 85 "		1734	8	1757	8	1760	8	1781	8	1804	8	1827	8
Ditto 86 "		1756	8	1779	8	1782	8	1803	8	1826	8	1849	8
Ditto 87 "		1778	8	1801	8	1804	8	1825	8	1848	8	1871	8
Ditto 88 "		1800	8	1823	8	1826	8	1847	8	1870	8	1893	8
Ditto 89 "		1822	8	1845	8	1848	8	1869	8	1892	8	1915	8
Ditto 90 "		1844	8	1867	8	1870	8	1891	8	1914	8	1937	8
Ditto 91 "		1866	8	1889	8	1892	8	1913	8	1936	8	1959	8
Ditto 92 "		1888	8	1911	8	1914	8	1935	8	1958	8	1981	8
Ditto 93 "		1910	8	1933	8	1936	8	1957	8	1980	8	2003	8
Ditto 94 "		1932	8	1955	8	1958	8	1979	8	2002	8	2025	8
Ditto 95 "		1954	8	1977	8	1980	8	2001	8	2024	8	2047	8
Ditto 96 "		1976	8	1999	8	2002	8	2023	8	2046	8	2069	8
Ditto 97 "		1998	8	2021	8	2024	8	2045	8	2068	8	2091	8
Ditto 98 "		2020	8	2043	8	2046	8	2067	8	2090	8	2113	8
Ditto 99 "		2042	8	2065	8	2068	8	2089	8	2112	8	2135	8
Ditto 100 "		2064	8	2087	8	2090	8	2111	8	2134	8	2157	8
Ditto 101 "		2086	8	2109	8	2112	8	2133	8	2156	8	2179	8
Ditto 102 "		2108	8	2131	8	2134	8	2155	8	2178	8	2201	8
Ditto 103 "		2130	8	2153	8	2156	8	2177	8	2199	8	2223	8
Ditto 104 "		2152	8	2175	8	2178	8	2197	8	2220	8	2243	8
Ditto 105 "		2174	8	2197	8	2200	8	2219	8	2242	8	2265	8
Ditto 106 "		2196	8	2219	8	2222	8	2241	8	2264	8	2287	8
Ditto 107 "		2218	8	2241	8	2244	8	2263	8	2286	8	2309	8
Ditto 108 "		2240	8	2263	8	2266	8	2285	8	2308	8	2331	8
Ditto 109 "		2262	8	2285	8	2288	8	2307	8	2330	8	2353	8
Ditto 110 "		2284	8	2307	8	2310	8	2329	8	2352	8	2375	8
Ditto 111 "		2306	8	2329	8	2332	8	2351	8	2374	8	2397	8
Ditto 112 "		2328	8	2351	8	2354	8	2373	8	2396	8	2419	8
Ditto 113 "		2350	8	2373	8	2376	8	2395	8	2418	8	2441	8
Ditto 114 "		2372	8	2395	8	2398	8	2417	8	2440	8	2463	8
Ditto 115 "		2394	8	2417	8	2420	8	2439	8	2462	8	2485	8
Ditto 116 "		2416	8	2439	8	2442	8	2461	8	2484	8	2507	8
Ditto 117 "		2438	8	2461	8	2464	8	2483	8	2506	8	2529	8
Ditto 118 "		2460	8	2483	8	2486	8	2505	8	2528	8	2551	8

*Other fees incidental to pilotage incurred by vessels
trading to the Port.*

	Rs. A. P.
Lead-money* payable to licensed leadsmen for heaving the lead inward or outward ...	16 0 0
Compensation for pilot of outward bound vessel being carried away to sea, per diem, to pilots of whatever rank ...	10 0 0
Deduction of pilot by vessel waiting for cargo or for orders, vessel to pay to pilot a rate per diem equivalent to pay of rank of the officer. Row boat hire for use of Government boat, per diem ...	13 0 0
Use of moorings at Diamond Harbour, November to May, per diem ...	2 0 0
Ditto ditto June to October, per diem ...	4 0 0
Salvage on anchors and chain cables picked up by Government boat, per owt. ...	3 8 3

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

Twelfths.	PLACES.	Distance from Fort William.	Miles between each station.
1	2	3	4
$\frac{1}{2}$	To below Badge-Badge boundary pillars ...	13.6	10.7
$\frac{1}{4}$	Do. Hog River obelisk ...	23.6	10.6
$\frac{1}{4}$	Do. Anchoring Creek obelisk ...	33.2	9.6
$\frac{1}{4}$	Do. Diamond Harbour Telegraph Station ...	43.4	10.2
$\frac{1}{4}$	Do. Battery Tidal Semaphore ...	52.0	8.6
$\frac{1}{4}$	Do. Mud Point Telegraph Station, east ...	61.6	9.6
$\frac{1}{4}$	Do. Conolly Lighthouse, west ...	71.1	9.5
$\frac{1}{4}$	Do. Sanger Lighthouse, east, or E. buoy of Western Channel ...	81.0	9.9
$\frac{1}{4}$	Do. Upper Casper light vessel or line between I and J buoys, Western Channel ...	90.1	9.1
$\frac{1}{4}$	Do. Lower Middle Ground buoy or C. M. G. buoy, Western Channel ...	99.3	9.2
$\frac{1}{4}$	Do. Intermediate light vessel or S. C. B. buoy, Western Channel ...	107.6	8.5
$\frac{1}{4}$ or full pilotage.	Do. Lower Reef buoy ...	115.8	8.2

* A vessel applying for a particular pilot, and all foreign vessels, are bound to take a Government leadsmen whenever one is available (see Government of Bengal's order No. 453, dated 25th July, 1856, and No. 31, dated 15th January, 1861).

† (See Government letter No. 4271, dated 26th October, 1861). This vessel is also to have expenses of pilot, and the cost of sending him back to the station.

‡ (See Government order No. 300, dated 21st December, 1861). Detention money is not incurred by any vessel whose presence is stopped by bad weather, accidents, or any cause incidental to the navigation of the vessel. Detention money is incurred only when the detention is for the convenience of the master or owners of the vessel.

From the 1st April 1881 leadsmen shall be appointed to all ships alike, as they are available, and boat money at the rate of Rs. 10 per diem at the present rate of Rs. 25, shall be kept on each vessel by order of the Government of Bengal.

Pilotage inward to within the Port of Calcutta.

Twelfths.	PLACES.	Distance from Fort William.	Miles between each station.
1	2	3	4
$\frac{1}{4}$	From below Badge-Badge boundary pillars ...	13.6	10.7
$\frac{1}{4}$	Do. Hog River obelisk ...	23.6	10.6
$\frac{1}{4}$	Do. Anchoring Creek obelisk ...	33.2	9.6
$\frac{1}{4}$	Do. Diamond Harbour Telegraph Station ...	43.4	10.2
$\frac{1}{4}$	Do. Battery Tidal Semaphore ...	52.0	8.6
$\frac{1}{4}$	Do. Mud Point Telegraph Station, east ...	61.6	9.6
$\frac{1}{4}$	Do. Conolly Lighthouse, west ...	71.1	9.5
$\frac{1}{4}$	Do. Sanger Lighthouse, east, or E. buoy of Western Channel ...	81.0	9.9
$\frac{1}{4}$	Do. Upper Casper light vessel or line between I and J buoys, Western Channel ...	90.1	9.1
$\frac{1}{4}$	Do. Lower Middle Ground buoy or C. M. G. buoy, Western Channel ...	99.3	9.2
$\frac{1}{4}$	Do. Intermediate light vessel or S. C. B. buoy, Western Channel ...	107.6	8.5
$\frac{1}{4}$ or full pilotage.	Do. Lower Reef buoy ...	115.8	8.2

THE COMMERCIAL FLEET OF CALCUTTA.

Arrivals in the Port.

YEAR.	SAILING VESSELS.			STEAMERS.		
	Number.	Gross Tonnage.	Average Tonnage.	Number.	Tonnage of the Steam Claul.	Average Tonnage.
1892 ...	250	403,548	1,014	840	228	2,252,241
1893 ...	168	282,835	1,083	815	229	2,245,353
1894 ...	166	293,703	1,709	840	220	2,367,469
1895 ...	140	234,823	1,077	930	258	2,725,650
1896 ...	113	181,274	1,004	906	232	2,728,761
1897 ...	117	207,405	1,772	1,059	225	3,162,974
1898 ...	116	208,800	1,800	1,115	214	3,428,060
1899 ...	91	166,192	1,826	1,132	238	3,581,675
1900 ...	42	64,877	1,544	1,352	204	4,421,559
1901 ...	31	43,400	1,400	1,308	256	4,504,973
1902 ...	29	30,721	1,369.68	1,292	227	4,493,927
1903 ...	29	42,128	1,432.68	1,311	238	4,737,009
1904 ...	25	37,913	1,310.32	1,458	262	5,484,332
1905 ...	18	27,607	1,333.72	1,554	242	5,799,319
1906 ...	11	17,094	1,554.00	1,584	249	6,101,947
1907 ...	8	13,430	1,678.75	1,546	231	5,936,939
1908 ...	1	1,829	1,829	1,634	236	6,233,949
1909 ...	2	1,514	757	1,585	254	6,060,756
1910 ...	2	437	218.5	1,087	258	6,435,196
1911 ...	1	375	375	1,081	277	6,599,985
1912 ...	1	3,765	3,765	1,744	268	7,048,729
1913 ...	...	...	...	1,029	279	6,825,505
1914 ...	...	...	...	1,491	255	6,255,371
1915 ...	1	375	375	1,233	250	5,256,585
1916 ...	2	4,015	2,007.5	1,124	Not ascertainable	4,567,504

EXCHANGE, PRECIOUS METALS, &c.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1915.

Date or Mail.	Telegraph.	Demand.	Bank Bill, three months.	Cable, six months.	Document for payment, three months.	Document for payment, three months.	Silver per oz. in London.	Bank of England rate of discount.	Per cent.	Per cent.	Rupees per 100 rupees.	Government Securities, 3 per cent.	Government Securities, 4 per cent.
1915.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Per cent.	Per cent.	Rs.	Rs.	Rs.
7th Jan.	1 23 ¹ / ₂ to 1 23 ¹ / ₂	1 32	1 30 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	93-8-0	80-0-0	...
14th "	1 23 ¹ / ₂ to 1 23 ¹ / ₂	1 32	1 30 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	94-0-0	81-0-0	...
21st "	1 23 ¹ / ₂ to 1 23 ¹ / ₂	1 32	1 30 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	93-8-0	81-0-0	...
28th "	1 31 ¹ / ₂	1 32	1 30 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	94-3-0	81-0-0	...
4th Feb.	1 32	1 32	1 30 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	93-12-0	81-0-0	...
11th "	1 4	1 4 ¹ / ₂	1 31 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	92-12-0	80-0-0 N	...
18th "	1 4 ¹ / ₂	1 4 ¹ / ₂	1 41	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	92-8-0	82-0-0	...
25th "	1 4	1 4 ¹ / ₂	1 41	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	92-4-0	81-0-0	...
4th Mar.	1 21 ¹ / ₂	1 32 ¹ / ₂	1 43 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	92-6-0	82-0-0 N	...
11th "	1 4	1 4	1 4 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	92-4-0	80-0-0	...
18th "	1 21 ¹ / ₂	1 4	1 4 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	92-0-0	80-0-0 N	...
25th "	1 31 ¹ / ₂	1 32 ¹ / ₂	1 43 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	92-0-0	80-0-0	...
1st April	1 31 ¹ / ₂	1 32 ¹ / ₂	1 43 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	92-0-0	80-0-0 N	...
8th "	1 31 ¹ / ₂	1 31 ¹ / ₂	1 4	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	92-6-0	82-0-0	...
15th "	1 23 ¹ / ₂	1 31 ¹ / ₂	1 1	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	92-8-0	80-0-0 N	...
22nd "	1 23 ¹ / ₂	1 4	1 4 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	93-11-0	82-0-0	...
29th "	1 21 ¹ / ₂	1 32 ¹ / ₂	1 43 ¹ / ₂	...	1 43 ¹ / ₂	1 42	...	6 5	...	...	93-7-0	80-0-0	...

Not available.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1915.—(Contd.)

DATE OF MAIL.	Telegraph.	Demand.	Bank Bills, three months.	Credit, six months.	Discount, 3 per cent.	Document for payment, three months.	Document for discount, three months.	Share price in London.	Bank of Bengal rate of discount.	Bank of England rate of discount.	Edised Paper, 31 per cent.	Government Securities, 31 per cent.
1915.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent.	Per cent.	Rs.	Rs.
6th May	1 31½	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	23½	6	5	93-6-0	93-6-0
13th "	1 31½	1 3½	1 4½	1 4½	1 4½	1 4½	1 4½	23½	6	5	93-6-0	93-6-0
20th "	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	1 4½	23½	6	5	93-6-0	93-6-0
27th "	1 3½	1 3½	1 4	1 4½	1 4½	1 4½	1 4½	23½	6	5	93-7-0	93-7-0
3rd June	...	H	O	L	I	D	A	Y.				
10th "	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-12-0	93-12-0
17th "	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-0-0	93-0-0
24th "	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-0-0	93-0-0
2nd July	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-8-0	93-8-0
9th "	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-0-0	93-0-0
16th "	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-12-0	93-12-0
23rd "	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-0-0	93-0-0
30th "	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-0-0	93-0-0
6th Aug.	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-0-0	93-0-0
13th "	...	H	O	L	I	D	A	Y.				
20th "	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-0-0	93-0-0
27th "	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	1 4½	23½	5	5	93-0-0	93-0-0

Not available.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1915.—(Contd.)

DATE OF MAIL.	Telegraph.	Demand.	Bank Bills, three months.	Credit, six months.	Discount, 3 per cent.	Document for payment, three months.	Document for discount, three months.	Share price in London.	Bank of Bengal rate of discount.	Bank of England rate of discount.	Edised Paper, 31 per cent.	Government Securities, 31 per cent.
1915.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent.	Per cent.	Rs.	Rs.
1st Sep.	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	1 4½	23½	5	5	88-10-0	78-0-0
8th "	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	23½	5	5	88-10-0	80-0-0
15th "	1 3½	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	23½	5	5	88-4-0	78-0-0
22nd "	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	23½	5	5	87-8-0	78-0-0
29th "	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	23½	5	5	87-0-0	78-0-0
6th Oct.	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	23½	5	5		
13th "	...	H	O	L	I	D	A	Y.				
20th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	6	5	86-10-0	75-0-0
27th "	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	6	5	86-8-0	75-0-0
3rd Nov.	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	6	5	86-0-0	75-0-0
10th "	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	6	5	86-0-0	75-0-0
17th "	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	6	5	85-0-0	75-0-0
24th "	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	6	5	85-0-0	75-0-0
1st Dec.	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	6	5	85-0-0	75-0-0
8th "	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	6	5	85-0-0	75-0-0
15th "	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	6	5	85-0-0	75-0-0
22nd "	1 4	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	24½	6	5	85-0-0	75-0-0
29th "	...	H	O	L	I	D	A	Y.				
6th Jan.	...	H	O	L	I	D	A	Y.				

Not available.

TOTAL AMOUNT OF INDIA COUNCIL BILLS AND TELEGRAPHIC TRANSFERS SOLD DURING THE YEAR 1915.

	Value received.	
On Calcutta	Rs. 7,08,80,000	£ 4,726,957
" Bombay	" 6,87,53,471	" 4,301,131
" Madras	" 8,75,40,000	" 5,524,200
Total Rs. 17,74,83,877		£ 11,842,348

EXCHANGE.

• QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1916.

Date or Mail.	Telegraph.	Demand.	Bank Bill, three months.	Credit, six months.	Document for acceptance, three months.	Document for acceptance, three months, have no market.	Shill per oz. in London.	Bank of Bengal minimum rate of discount.	Refused Paper, 24 per cent.	Government Securities, 24 per cent.	
1916.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent.	£	Rs.	
1st Jan.	H	O	L	I	D	A	Y.	7	5	78-8-0	
7th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	26 $\frac{1}{2}$	7	5	78-8-0	
14th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	27	7	5	80-0-0	
21st "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	26 $\frac{1}{2}$	8	5	80-8-0	
28th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	27 $\frac{1}{2}$	8	5	82-0-0	
4th Feb.	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	26 $\frac{1}{2}$	8	5	83-0-0	
11th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	27	8	5	*83-8-0	
18th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	26 $\frac{1}{2}$	8	5	85-8-0	
25th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	27 $\frac{1}{2}$	8	5	84-8-0	
3rd Mar.	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	26 $\frac{1}{2}$	8	5	83-12-0	
10th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	27	8	5	82-0-0	
17th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	27 $\frac{1}{2}$	8	5	81-8-0 to 82-0-0	
24th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	27 $\frac{1}{2}$	8	5	81-4-0	
31st "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	28 $\frac{1}{2}$	8	5	81-6-0	
7th April	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	29 $\frac{1}{2}$	8	5	81-4-0	
14th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	29 $\frac{1}{2}$	7	5	82-0-0 steadily	
21st "	H	O	L	I	D	A	Y.	33	7	5	81-0-0
28th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	33	7	5	81-0-0	
5th May	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	37 $\frac{1}{2}$	7	5	81-0-0	

* Buyers.

† Sellers.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1916.—(Contd.)

Date or Mail.	Telegraph.	Demand.	Bank Bill, three months.	Credit, six months.	Document for acceptance, three months.	Document for acceptance, three months.	Shill per oz. in London.	Bank of Bengal minimum rate of discount.	Refused Paper, 24 per cent.	Government Securities, 24 per cent.
1916.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent.	£	Rs.
12th May	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	36 $\frac{1}{2}$	7	5	81-0-0
19th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	36 $\frac{1}{2}$	7	5	81-0-0
26th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	34 $\frac{1}{2}$	7	5	81-0-0
2nd June	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	32 $\frac{1}{2}$	6	5	81-0-0
9th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	6	5	81-0-0
16th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	30 $\frac{1}{2}$	6	5	81-0-0
23rd "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	5	5	80-8-0
30th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	5	5	80-0-0
7th July	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	30 $\frac{1}{2}$	5	5	79-8-0
14th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	29 $\frac{1}{2}$	5	6	78-0-0
21st "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	29 $\frac{1}{2}$	5	6	78-0-0
28th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	30 $\frac{1}{2}$	5	6	77-0-0
4th Aug.	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	30 $\frac{1}{2}$	5	6	77-0-0
11th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	5	6	77-0-0
18th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	5	6	77-0-0
25th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	5	6	77-0-0
1st Sept.	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	32	5	6	77-0-0

25

EXCHANGE.

QUOTATIONS RUPEES ON MAIL DAYS IN CALCUTTA DURING 1916. — (Contd.)

DATE OF MAIL.	Telegraph.	Demand.	Bank Bills, three months.	Credit, six months.			Document for no. month.	Document for no. month, three months.	Silver per oz. in London.	Bank of England rate of discount.	Per cent.	Per cent.	Rupees per 100.	Rupees per 100.	Government Securities.	Government Securities.
				s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1916.																
8th Sept.	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	22½	5	6	...	...	77-04	6	...
15th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	22½	6	6	...	...	78-84	6	...
22nd "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	22½	6	6	...	...	78-8-0 10	6	...
29th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	22½	6	6	...	...	80-00	6	...
6th Oct.	H	O	L	I	D	A	Y.							79-0-0 10	6	...
13th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	32½	7	6	...	...	80-00	6	...
20th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	32½	7	6	...	...	80-00	6	...
27th "	H	O	L	I	D	A	Y.							Not available.		...
3rd Nov.	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	32½	7	6	...	...	77-04	6	...
10th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	34½	8	6	...	...	76-84	6	...
17th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	34½	8	6	...	...	76-84	6	...
24th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	34½	8	6	...	...	76-84	6	...
1st Dec.	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	35½	8	6	...	...	76-84	6	...
8th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	36½	8	6	...	...	76-84	6	...
15th "	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	36½	8	6	...	...	76-84	6	...
22nd "	H	O	L	I	D	A	Y.							76-84	6	...
29th "	H	O	L	I	D	A	Y.							76-84	6	...

TOTAL AMOUNT OF INDIA COUNCIL BILLS AND TELEGRAPHIC TRANSFERS SOLD DURING THE YEAR 1916.

On Calcutta	...	...	Rs. 19,08,57,732	=	£ 12,889,500
" Bombay	...	...	51,14,08,034	=	14,576,450
" Madras	...	...	10,92,70,693	=	7,550,000
Total Rs			51,16,36,459	=	£ 34,955,950

RATES OF EXCHANGE DURING THE YEAR 1916.

MORUS AND DATES.	LESSON ON MINIMUM RATE OF ALLIANCE.		LESSON ON MINIMUM RATE OF ALLIANCE.		LESSON ON MINIMUM RATE OF ALLIANCE.		LESSON ON MINIMUM RATE OF ALLIANCE.		LESSON ON MINIMUM RATE OF ALLIANCE.	
	Council Bills.	Telegraphic Transfers.	Council Bills.	Telegraphic Transfers.	Council Bills.	Telegraphic Transfers.	Council Bills.	Telegraphic Transfers.	Council Bills.	Telegraphic Transfers.
Jan.	5	1 4½	1 4½	1 4½	2	1 4½	1 4½	1 4½	2	1 4½
"	12	1 4½	1 4½	1 4½	9	1 4½	1 4½	1 4½	9	1 4½
"	10	1 4½	1 4½	1 4½	16	1 4½	1 4½	1 4½	16	1 4½
"	26	1 4½	1 4½	1 4½	23	1 4½	1 4½	1 4½	23	1 4½
March	1	1 4½	1 4½	1 4½	5	1 4½	1 4½	1 4½	5	1 4½
"	8	1 4½	1 4½	1 4½	12	1 4½	1 4½	1 4½	12	1 4½
"	15	1 4½	1 4½	1 4½	19	1 4½	1 4½	1 4½	19	1 4½
"	22	1 4½	1 4½	1 4½	26	1 4½	1 4½	1 4½	26	1 4½
"	29	1 4½	1 4½	1 4½	...	...	...	...	...	...

RATES OF EXCHANGE DURING THE YEAR 1916.—(Contd.)

Months and Days	Exchange on Currents Minimum rate of allotment			Exchange on Bonds Minimum rate of allotment			Exchange on Government Minimum rate of allotment			Months and Days			Exchange on Bonds Minimum rate of allotment		
	Council Bills.	Telegra- phic Transfers.	s. d.	Council Bills.	Telegra- phic Transfers.	s. d.	Council Bills.	Telegra- phic Transfers.	s. d.				Council Bills.	Telegra- phic Transfers.	s. d.
May	3	1 4½	No sale.	1 4½	No sale.	June	7	1 4½	1 4½	June	7	1 4½	1 4½	1 4½	1 4½
"	10	No sale.	1 4½	1 4½	1 4½	"	14	No sale.	1 4½	"	14	1 4½	1 4½	1 4½	1 4½
"	17	1 4½	1 4½	1 4½	1 4½	"	21	1 4½	No sale.	"	21	1 4½	1 4½	No sale.	No sale.
"	24	1 4½	1 4½	1 4½	1 4½	"	28	1 4½	1 4½	"	28	1 4½	1 4½	1 4½	1 4½
"	31	1 4½	1 4½	1 4½	1 4½	No sale.									
July	5	1 4½	1 4½	1 4½	1 4½	"	Aug.	2	1 4½	1 4½	Aug.	2	1 4½	1 4½	1 4½
"	12	1 4½	No sale.	1 4½	No sale.	"	9	1 4½	1 4½	"	9	1 4½	1 4½	1 4½	1 4½
"	19	1 4½	1 4½	1 4½	1 4½	"	16	1 4½	1 4½	"	16	1 4½	1 4½	No sale.	No sale.
"	26	1 4½	1 4½	1 4½	1 4½	"	23	No sale.	1 4½	"	23	1 4½	1 4½	Do.	Do.
							30	Do	1 4½	"	30	No sale.	No sale.	Do.	Do.

Sept	6	1 4½	1 4½	1 4½	1 4½	Oct.	4	1 4½	1 4½	Oct.	4	1 4½	1 4½	1 4½	1 4½
"	13	1 4½	1 4½	1 4½	1 4½	"	11	1 4½	1 4½	"	11	1 4½	1 4½	1 4½	1 4½
"	20	1 4½	1 4½	1 4½	1 4½	"	18	1 4½	1 4½	"	18	1 4½	1 4½	1 4½	1 4½
"	27	1 4½	1 4½	1 4½	1 4½	"	25	1 4½	1 4½	"	25	1 4½	1 4½	1 4½	1 4½
Nov.	1	1 4½	1 4½	1 4½	1 4½	Dec.	6	1 4½	1 4½	Dec.	6	1 4½	1 4½	1 4½	1 4½
"	8	1 4½	1 4½	1 4½	1 4½	"	13	1 4½	1 4½	"	13	1 4½	1 4½	1 4½	1 4½
"	15	1 4½	1 4½	1 4½	1 4½	"	20	1 4½	1 4½	"	20	1 4½	1 4½	1 4½	1 4½
"	22	1 4½	1 4½	1 4½	1 4½	"	27	1 4½	1 4½	"	27	1 4½	1 4½	1 4½	1 4½
"	29	1 4½	1 4½	1 4½	1 4½	"				"					

MONTHS.	Highest and Lowest.	LONDON 2½% of 54/55.			CALCUTTA 2½%.			BOMBAY 2½%.		
		1914.	1915.	1916.	1914.	1915.	1916.	1914.	1915.	1916.
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
January ...	Highest... 045				95½	94½		83	95½	94½
	Lowest... 043				95½	94½				
February ...	Highest... 044				96½	93½ 94½		85½	96½	94½
	Lowest... 041				95½	92½ 93½		83½	95½	92½
March ...	Highest... 04½				95½	92½		83½	95½	92½
	Lowest... 04¼				95½	91½ 92½		81½ 95½	92½	
April ...	Highest... 04½				96	93½ 94		82	95½	93½
	Lowest... 04¼				95½	91½ 92½		81	95½	92½
May ...	Highest... 04½				96	93½ 93½		81	96½	93½
	Lowest... 042				95½	92½ 93½		81	95½	93½
June ...	Highest... 04½				95½	93½ 92½		81	96½	93½
	Lowest... 04¼				95½	91½ 92		80	95½	92½
July ...	Highest... 04½					91½		79	96½	91½
	Lowest... 043				94½	89		77	94½	89½
August ...	Highest... ..				94	89½		77	93½	89½
	Lowest... ..				93	88½		77	92	88½
September ...	Highest... ..				93	88½		80	92½	89½
	Lowest... ..				93	87½		77	92	87½
October ...	Highest... ..				93	87½		79½	92	87½
	Lowest... ..				93	87		77	91½	89½
November ...	Highest... ..				93	87		77	91½	89½
	Lowest... ..				92	83		76½	91½	83
December ...	Highest... ..				93½	83		79½	91½	83½
	Lowest... ..				92	79½		76½	91½	80½
During the year	Highest... 04½				96½	94½		85½	96½	94½
	Lowest... 043				92	79½		76½	91½	80

INDIAN GOVERNMENT LOANS.

RUPEE LOANS		Repayable.	Interest by Debit on India.		Latest questions per Rs. 1,000 (per value 250-13-4)
Amount of Capital on 31st March 1916.	On Lend. Books to 31st March 1916.	Re. Rs.	...		
10,041/17	4,576/38, 0/0	1031/1928	...	1st April	...
10,151/10	2,200	1033/1928	...	31st May	1st Oct.
18,627/3	2,252/20	At 3 months' notice	...	30th June	30th Nov.
27,757/10	1,474/10	Do.	...	30th June	31st Dec.
1865	30,544/00	Do.	...	10th July	10th July
27,757/10	30,544/00	Do.	...	30th June	30th June
10,000/00	28,250/00	Not before 31st December 1920	...	30th June	...
10,000/00	2,754/72/00	Not before 31st December, 1910	...	30th June	31st Dec.
13,000/07	1,818/50, 22/80		...		
Total.					

STERLING LOANS.	Amount of Capital and at March 1946.	Repayable.	Interest when paid.	Latest quotations.
£	2	Not before 24. Km. 1951	24. Jan., 15th April, 25b. July and 24b. Oct.	62½
10,000,000	10,000,000	24b. Oct., 1948	24b. Oct., 1948	66
10,000,000	10,000,000	24b. Oct., 1948	24b. Oct., 1948	59½
10,000,000	10,000,000	24b. Oct., 1948	24b. Oct., 1948	57½
10,000,000	10,000,000	24b. Oct., 1948	24b. Oct., 1948	54½
10,000,000	10,000,000	24b. Oct., 1948	24b. Oct., 1948	47½
10,000,000	10,000,000	24b. Oct., 1948	24b. Oct., 1948	45½

[illegible][illegible]

DRAWINGS OF THE HOME GOVERNMENT.
AMOUNT OF HOME BILLS paid in Calcutta, Madras and Bombay : the charge for Exchange and the amount of Bills drawn on India during 20 years, from 1896-97 to 1915-16.

Year.	AMOUNT OF BILLS PAID BY PUBLIC.			RECEIPTS BY STATE.			NETBANK STATE OF PENNSYLVANIA.			CHANGES FOR YEAR 1900.*			Amount of bills outstanding at close of year.	
	Cash.	Metals.	Bonds.	Treas.	Cash.	Metals.	Treas.	Cash.	Metals.	Bonds.	Metals.	Bonds.		
1900-01	11,500,000	3,000,000	7,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1901-02	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1902-03	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1903-04	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1904-05	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1905-06	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1906-07	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1907-08	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1908-09	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1909-10	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1910-11	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1911-12	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1912-13	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1913-14	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1914-15	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1915-16	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1916-17	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1917-18	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1918-19	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415
1919-20	12,000,000	2,500,000	9,500,000	25,257,357	8,210,281	1,988,441	1,691,819	11,150,000	11	1 750	1 710	1 710	258,625	1,007,215,315,415

[illegible]

[illegible]

* Proportion of lost value that I have been omitted.

Table of Gold for 25 years, from 1892 to 1916

Year.	Women's Production.		Net Indian Imports. (Excluding and Government (Financial Year).		Male English and American Goods from India, China, Japan, &c.	Average Daily Rate of Ex- change.	Average Cost of Goods (Monthly Purchase Price).
	Quantity Yds.	Value.	Quantity.	Value.			
	£.	£.	—	—	s.	d.	s.
1892	7,01,822	29,012,51	—45,483	1,875,127	1 1/2	1 3/4	16,224,53
1893	6,775,236	22,692,907	95,236	427,497	1 1/2	1 3/4	9,569,295
1894	8,655,222	36,765,692	—68,070	—3,316,093	1 1/2	1 1/2	17,000,993
1895	9,602,063	40,999,778	322,623	1,683,698	1 1/2	1 1/2	17,323,381
1896	8,820,075	41,718,715	309,965	1,622,759	1 1/2	1 1/2	15,622,915
1897	11,483,712	48,780,511	782,035	3,272,226	1 1/2	1 1/2	9,456,145
1898	14,016,374	50,538,632	1,022,000	4,330,005	1 1/2	1 1/2	18,712,454
1899	15,229,263	64,622,063	1,506,812	6,303,733	1 1/2	1 1/2	20,000,480
1900	12,684,058	53,882,164	106,678	501,423	1 1/2	1 1/2	13,450,757
1901	12,894,856	54,774,769	276,016	1,291,760	1 1/2	1 1/2	18,376,611
1902	14,437,060	61,328,330	1,416,018	5,843,044	1 1/2	1 1/2	20,806,306
1903	15,738,016	67,021,865	1,666,237	6,621,196	1 1/2	1 1/2	22,425,058
1904	16,730,448	71,105,827	1,516,092	6,470,501	1 1/2	1 1/2	21,680,544
1905	18,890,567	77,694,070	—65,473	—300,329	1 1/2	1 1/2	21,680,544
1906	17,029,358	69,282,681	2,371,151	9,004,026	1 1/2	1 1/2	23,438,716
1907	19,000,823	84,746,259	2,781,340	11,578,845	1 1/2	1 1/2	25,307,061
1908	21,060,718	91,306,257	625,338	2,600,664	1 1/2	1 1/2	27,444,000
1909	22,637,384	93,605,356	5,505,136	14,453,007	1 1/2	1 1/2	29,912,860
1910	22,023,402	92,521,008	8,843,423	15,938,769	1 1/2	1 1/2	27,067,380
1911	23,362,065	101,041,038	9,221,095	17,258,184	1 1/2	1 1/2	31,703,871
1912	22,565,097	105,054,058	5,502,671	12,467,475	1 1/2	1 1/2	31,703,871
1913	22,285,108	95,678,398	3,740,437	15,549,990	1 1/2	1 1/2	33,204,347
1914	27,415,701	91,031,119	2,749,497	15,408,290	1 1/2	1 1/2	37,748,111
1915	22,825,051	96,366,069	1,177,958	5,095,277	1 1/2	1 1/2	38,204,347
1916	122,194,191	19,759,453	—201,147	—739,413	1 1/2	1 1/2	32,668,095

* *Est. Res.* 18

† Estimated.

THE GOLD TRADE.

Quantity and Value of Gold, Coin and Bullion Imported and Exported from British India, from and to Foreign Ports, also of the Gold received into the Mint, and the Selling Prices in Calcutta for 20 years, from 1897-98 to 1915-16.

Year.	PRIVATE AND GOVERNMENT.					REGISTERED INTO THE MINT.					Selling Prices in Calcutta for 20 years, from 1897-98 to 1915-16.				
	Imported.		Exported.		Net Imports.	From Foreign Ports.		Total.		Single Mins.	Highest.		Lowest.		
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1897-98	62,239	4,91,117	39,253	5,50,411	390,252	2,31,008	—	2,31,008	—	—	75-64	75-50	—	—	—
1898-99	1,12,119	7,75,222	89,144	8,76,232	7,87,088	4,98,409	—	4,98,409	—	—	75-64	75-50	—	—	—
1899-00	79,731	5,90,185	104,411	6,70,646	1,00,000	6,00,000	—	6,00,000	—	—	75-64	75-50	—	—	—
1900-01	1,61,997	12,00,000	32,525	12,32,525	1,29,475	1,29,475	—	1,29,475	—	—	75-64	75-50	—	—	—
1901-02	1,07,239	11,49,109	1,00,000	11,59,109	1,00,000	1,00,000	—	1,00,000	—	—	75-64	75-50	—	—	—
1902-03	1,27,239	8,20,235	773,235	9,47,474	8,20,235	8,20,235	—	8,20,235	—	—	75-64	75-50	—	—	—
1903-04	2,38,239	13,10,239	1,74,239	14,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1904-05	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1905-06	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1906-07	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1907-08	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1908-09	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1909-10	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1910-11	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1911-12	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1912-13	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1913-14	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1914-15	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—
1915-16	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	—	75-64	75-50	—	—	—

1. The quantities of gold imported and exported from British India during 20 years, from 1897-98 to 1915-16, are given in the above table. The quantities of gold received into the Mint, and the selling prices in Calcutta for 20 years, from 1897-98 to 1915-16, are given in the table below.

204

THE GOLD TRADE—Continued.

Descriptions of Gold Imported into, and Exported From, British India during 20 years, from 1897-98 to 1915-16.

Year.	IMPORTS (PRIVATE AND GOVERNMENT).					EXPORTS (PRIVATE AND GOVERNMENT).					BALANCE IN FAVOR OF REVENUE.				
	Imports.		Exports.		Total.	Imports.		Exports.		Total.	Imports.		Exports.		Total.
	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1897-98	36,507	5,06,239	57,235	1,76,453	1,40,117	39,253	5,50,411	39,253	5,50,411	1,40,117	39,253	5,50,411	39,253	5,50,411	1,40,117
1898-99	79,731	5,90,185	104,411	6,70,646	1,00,000	6,00,000	—	6,00,000	—	6,00,000	6,00,000	—	6,00,000	—	6,00,000
1899-00	1,61,997	12,00,000	32,525	12,32,525	1,29,475	1,29,475	—	1,29,475	—	1,29,475	1,29,475	—	1,29,475	—	1,29,475
1900-01	1,07,239	11,49,109	1,00,000	11,59,109	1,00,000	1,00,000	—	1,00,000	—	1,00,000	1,00,000	—	1,00,000	—	1,00,000
1901-02	1,27,239	8,20,235	773,235	9,47,474	8,20,235	8,20,235	—	8,20,235	—	8,20,235	8,20,235	—	8,20,235	—	8,20,235
1902-03	2,38,239	13,10,239	1,74,239	14,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1903-04	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1904-05	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1905-06	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1906-07	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1907-08	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1908-09	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1909-10	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1910-11	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1911-12	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1912-13	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1913-14	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1914-15	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239
1915-16	3,30,239	15,10,239	2,74,239	17,84,478	1,36,239	1,36,239	—	1,36,239	—	1,36,239	1,36,239	—	1,36,239	—	1,36,239

X. Rs. From 1898-99 value shown in £ instead of Rs.

205

THE SILVER TRADE

Table of Silver, for 20 years from 1886-87 to 1915-16.

Year.	WOMEN'S PRODUCTIONS. (Private & Government.)		INCOMES. COUNTRIES. (Private & Government.)		EXPENDITURE. COUNTRIES. (Private & Government.)		NET DEBTS. COUNTRIES. (Private & Government.)		Average price in London Standard year Pence.
	Quantity. oz.	Value.* £	Quantity. oz.	Value. £	Quantity. oz.	Value. £	Quantity. oz.	Value. £	
1886-87	164,073,174	18,885,509	37,290,235	8,670,334,615	11,501,234	2,434,735,448	25,029,088	5,850,000,297	202
1887-88	172,327,892	19,481,135	68,555,615	15,243,934,610	52,300,905	4,770,104,144	44,284,617	8,474,160,505	277½
1888-89	178,888,873	20,344,275	20,628,442	5,022,488,892	30,001,350	6,849,819,914	18,040,282	3,774,076,078	277½
1889-90	182,764,282	20,812,311	69,736,972	12,250,38,866	27,731,739	6,140,669,693	20,000,192	4,102,828,343	277½
1890-91	187,507,504	21,044,775	121,894,135	12,174,94,755	25,750,996	5,250,370,472	78,775,469	16,250,007,524	277½
1891-92	192,368,859	21,605,372	88,118,088	17,401,401,069	24,162,616	5,444,725,5	74,864,202	1,201,611,672	281
1892-93	198,000,000	22,100,000	92,577,022	18,578,008,008	25,614,451	5,700,000,000	81,888,887	1,600,000,000	281
1893-94	201,000,000	22,500,000	95,000,000	19,000,000,000	26,000,000	5,800,000,000	85,000,000	1,700,000,000	281
1894-95	204,000,000	22,800,000	97,000,000	19,300,000,000	26,500,000	5,900,000,000	87,000,000	1,750,000,000	281
1895-96	207,000,000	23,100,000	99,000,000	19,600,000,000	27,000,000	6,000,000,000	89,000,000	1,800,000,000	281
1896-97	210,000,000	23,400,000	101,000,000	19,900,000,000	27,500,000	6,100,000,000	91,000,000	1,850,000,000	281
1897-98	213,000,000	23,700,000	103,000,000	20,200,000,000	28,000,000	6,200,000,000	93,000,000	1,900,000,000	281
1898-99	216,000,000	24,000,000	105,000,000	20,500,000,000	28,500,000	6,300,000,000	95,000,000	1,950,000,000	281
1899-00	219,000,000	24,300,000	107,000,000	20,800,000,000	29,000,000	6,400,000,000	97,000,000	2,000,000,000	281
1900-01	222,000,000	24,600,000	109,000,000	21,100,000,000	29,500,000	6,500,000,000	99,000,000	2,050,000,000	281
1901-02	225,000,000	24,900,000	111,000,000	21,400,000,000	30,000,000	6,600,000,000	101,000,000	2,100,000,000	281
1902-03	228,000,000	25,200,000	113,000,000	21,700,000,000	30,500,000	6,700,000,000	103,000,000	2,150,000,000	281
1903-04	231,000,000	25,500,000	115,000,000	22,000,000,000	31,000,000	6,800,000,000	105,000,000	2,200,000,000	281
1904-05	234,000,000	25,800,000	117,000,000	22,300,000,000	31,500,000	6,900,000,000	107,000,000	2,250,000,000	281
1905-06	237,000,000	26,100,000	119,000,000	22,600,000,000	32,000,000	7,000,000,000	109,000,000	2,300,000,000	281
1906-07	240,000,000	26,400,000	121,000,000	22,900,000,000	32,500,000	7,100,000,000	111,000,000	2,350,000,000	281
1907-08	243,000,000	26,700,000	123,000,000	23,200,000,000	33,000,000	7,200,000,000	113,000,000	2,400,000,000	281
1908-09	246,000,000	27,000,000	125,000,000	23,500,000,000	33,500,000	7,300,000,000	115,000,000	2,450,000,000	281
1909-10	249,000,000	27,300,000	127,000,000	23,800,000,000	34,000,000	7,400,000,000	117,000,000	2,500,000,000	281
1910-11	252,000,000	27,600,000	129,000,000	24,100,000,000	34,500,000	7,500,000,000	119,000,000	2,550,000,000	281
1911-12	255,000,000	27,900,000	131,000,000	24,400,000,000	35,000,000	7,600,000,000	121,000,000	2,600,000,000	281
1912-13	258,000,000	28,200,000	133,000,000	24,700,000,000	35,500,000	7,700,000,000	123,000,000	2,650,000,000	281
1913-14	261,000,000	28,500,000	135,000,000	25,000,000,000	36,000,000	7,800,000,000	125,000,000	2,700,000,000	281
1914-15	264,000,000	28,800,000	137,000,000	25,300,000,000	36,500,000	7,900,000,000	127,000,000	2,750,000,000	281
1915-16	267,000,000	29,100,000	139,000,000	25,600,000,000	37,000,000	8,000,000,000	129,000,000	2,800,000,000	281

* Value of Silver, in this column are given in a rough estimate, and are computed on the average price each year of Silver as given by Messrs. Samuel Munnings & Co., London. Value of X. B. = From 1908-09 value shown in £ instead of in £s. 10s. 0d. = 10s. 0d. = 10s. 0d.

† Estimated.

‡ Defective.

THE SILVER TRADE—(Continued.)

Quantity and value of Silver received into the Indian Mint, and exported from British India, from and to Foreign Countries, for 20 years from 1886-87 to 1915-16.

Year.	Imported.		Exported.		Net Imports.		RECEIVED INTO THE MINT.		EXPORTED FROM BRITISH INDIA.		VALUE OF SILVER IN THE MINT.	
	oz.	Rs.*	oz.	Rs.*	oz.	Rs.*	From India.	From Foreign Countries.	From India.	From Foreign Countries.	From India.	From Foreign Countries.
1886-87	27,000,000	1,200,000	1,000,000	40,000	26,000,000	1,160,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
1887-88	28,000,000	1,250,000	1,100,000	45,000	26,900,000	1,205,000	2,100,000	2,100,000	2,100,000	2,100,000	2,100,000	2,100,000
1888-89	29,000,000	1,300,000	1,200,000	50,000	27,800,000	1,250,000	2,200,000	2,200,000	2,200,000	2,200,000	2,200,000	2,200,000
1889-90	30,000,000	1,350,000	1,300,000	55,000	28,700,000	1,300,000	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000
1890-91	31,000,000	1,400,000	1,400,000	60,000	29,600,000	1,350,000	2,400,000	2,400,000	2,400,000	2,400,000	2,400,000	2,400,000
1891-92	32,000,000	1,450,000	1,500,000	65,000	30,500,000	1,400,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000
1892-93	33,000,000	1,500,000	1,600,000	70,000	31,400,000	1,450,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000
1893-94	34,000,000	1,550,000	1,700,000	75,000	32,300,000	1,500,000	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000
1894-95	35,000,000	1,600,000	1,800,000	80,000	33,200,000	1,550,000	2,800,000	2,800,000	2,800,000	2,800,000	2,800,000	2,800,000
1895-96	36,000,000	1,650,000	1,900,000	85,000	34,100,000	1,600,000	2,900,000	2,900,000	2,900,000	2,900,000	2,900,000	2,900,000
1896-97	37,000,000	1,700,000	2,000,000	90,000	35,000,000	1,650,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
1897-98	38,000,000	1,750,000	2,100,000	95,000	35,900,000	1,700,000	3,100,000	3,100,000	3,100,000	3,100,000	3,100,000	3,100,000
1898-99	39,000,000	1,800,000	2,200,000	1,00,000	36,800,000	1,750,000	3,200,000	3,200,000	3,200,000	3,200,000	3,200,000	3,200,000
1899-00	40,000,000	1,850,000	2,300,000	1,05,000	37,700,000	1,800,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000
1900-01	41,000,000	1,900,000	2,400,000	1,10,000	38,600,000	1,850,000	3,400,000	3,400,000	3,400,000	3,400,000	3,400,000	3,400,000
1901-02	42,000,000	1,950,000	2,500,000	1,15,000	39,500,000	1,900,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000
1902-03	43,000,000	2,000,000	2,600,000	1,20,000	40,400,000	1,950,000	3,600,000	3,600,000	3,600,000	3,600,000	3,600,000	3,600,000
1903-04	44,000,000	2,050,000	2,700,000	1,25,000	41,300,000	2,000,000	3,700,000	3,700,000	3,700,000	3,700,000	3,700,000	3,700,000
1904-05	45,000,000	2,100,000	2,800,000	1,30,000	42,200,000	2,050,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000	3,800,000
1905-06	46,000,000	2,150,000	2,900,000	1,35,000	43,100,000	2,100,000	3,900,000	3,900,000	3,900,000	3,900,000	3,900,000	3,900,000
1906-07	47,000,000	2,200,000	3,000,000	1,40,000	44,000,000	2,150,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
1907-98	48,000,000	2,250,000	3,100,000	1,45,000	44,900,000	2,200,000	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000
1908-99	49,000,000	2,300,000	3,200,000	1,50,000	45,800,000	2,250,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000
1909-00	50,000,000	2,350,000	3,300,000	1,55,000	46,700,000	2,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000
1910-01	51,000,000	2,400,000	3,400,000	1,60,000	47,600,000	2,350,000	4,400,000	4,400,000	4,400,000	4,400,000	4,400,000	4,400,000
1911-02	52,000,000	2,450,000	3,500,000	1,65,000	48,500,000	2,400,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000
1912-03	53,000,000	2,500,000	3,600,000	1,70,000	49,400,000	2,450,000	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000	4,600,000
1913-04	54,000,000	2,550,000	3,700,000	1,75,000	50,300,000	2,500,000	4,700,000	4,700,000	4,700,000	4,700,000	4,700,000	4,700,000
1914-05	55,000,000	2,600,000	3,800,000	1,80,000	51,200,000	2,550,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000
1915-06	56,000,000	2,650,000	3,900,000	1,85,000	52,100,000	2,600,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000	4,900,000

* In tons of response.

X. B. = From 1908-09 value shown in £ instead of in £s. 10s. 0d. = 10s. 0d. = 10s. 0d.

† Estimated.

‡ Defective.

INDIAN COINAGE.

Table showing the value of Gold, Silver, and Copper Monies coined at the Calcutta and Bombay Mints, respectively, during 20 years in 1858 of 1837-1858, from 1850-57 to 1916-17.

Year.	Calcutta.			Bombay.			Total for Current Years.		
	Gold.	Silver.	Copper.	Gold.	Silver.	Copper.	Gold.	Silver.	Copper.
1850-57	Rs. 33,525	Rs. 175,341	Rs. 175,341	Rs. 33,525	Rs. 175,341	Rs. 175,341	Rs. 67,050	Rs. 350,682	Rs. 350,682
1857-58	479,525	188,658	627,183	479,525	188,658	627,183	959,050	377,340	1,206,393
1858-59	1,416,460	72,311	1,711,207	1,416,460	72,311	1,711,207	2,832,920	144,622	3,977,742
1859-60	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1860-61	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1861-62	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1862-63	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1863-64	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1864-65	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1865-66	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1866-67	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1867-68	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1868-69	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1869-70	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1870-71	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1871-72	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1872-73	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1873-74	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1874-75	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1875-76	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1876-77	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1877-78	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1878-79	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1879-80	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1880-81	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1881-82	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1882-83	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1883-84	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1884-85	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1885-86	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1886-87	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1887-88	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1888-89	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1889-90	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1890-91	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1891-92	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1892-93	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1893-94	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1894-95	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1895-96	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1896-97	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1897-98	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1898-99	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1899-00	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1900-01	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1901-02	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1902-03	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1903-04	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1904-05	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1905-06	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1906-07	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1907-08	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1908-09	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1909-10	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1910-11	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1911-12	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1912-13	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1913-14	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1914-15	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1915-16	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782
1916-17	1,725,750	88,141	1,813,891	1,725,750	88,141	1,813,891	3,451,500	176,282	3,627,782

1. Value of British dollar coined for circulation in Hongkong and the Straits Settlements.
2. Value of Hongkong dollar coined for circulation in Hongkong and the Straits Settlements.
3. Value of Indian Rupee coined for circulation in India.

PAPER CURRENCY AND RESERVE COINS

Statement showing the value of Notes in Circulation, of the Reserve in Gold and Silver and in Government Securities, and of Notes forming part of the Circulation which were in Government Treasuries on the last day of each official year in totals for All India for 25 years from 1892 to 1916.

Year.	RESERVE HELD IN INDIA.			
	Notes in circulation (less notes called in other circles.)	Gold.	Silver.	Currency Notes in Government Treasuries.
1892	Rs. 24,076,408	Rs. 16,076,408	8,000,000	5,500,084
1893	25,401,820	18,401,820	8,000,000	4,601,707
1894	20,411,631	22,411,631	8,000,000	11,567,037
1895	22,700,010	22,700,010	8,000,000	9,090,263
1896	23,940,699	17,940,699	8,000,000	4,070,464
1897	23,753,207	13,753,312	9,999,995	2,890,432
1898	24,764,049	14,508,634	9,999,995	5,681,308
1899	28,203,270	3,033,172	15,150,109	5,257,092
1900	28,737,225	11,250,010	6,237,212	4,069,310
1901	29,862,000	8,067,778	9,424,004	6,079,705
1902	31,061,295	10,535,882	11,125,418	7,418,477
1903	35,723,067	14,780,547	10,034,296	6,833,877
1904	38,211,654	16,184,329	11,497,565	6,060,932
1905	39,173,887	16,110,208	11,364,884	5,447,790
1906	44,650,581	6,730,487	12,580,601	6,764,103
1907	46,301,926	6,465,761	13,700,967	6,792,229
1908	46,885,035	4,069,202	25,179,581	8,242,148
1909	45,487,451	35,121	31,202,835	6,257,054
1910	54,608,425	9,302,074	29,335,857	7,897,773
1911	54,990,581	5,279,737	26,143,309	8,308,350
1912	61,262,509	23,231,626	15,480,889	8,117,834
1913	68,077,824	29,575,080	16,422,700	16,072,126
1914	65,117,635	22,435,307	29,532,292	9,986,735
1915	61,023,901	7,644,577	32,335,300	8,878,342
1916	67,733,454	12,242,714	23,055,302	7,106,768

TRADE OF BENGAL, &c.

INDIGO.

Statements showing the cultivation and production of Indigo in each Presidency and Province in India, price in the Calcutta Market, during 20 years from 1886-87 to 1915-16.

Year.	Residual		Barks and Gums		Fustic	Gummi Puc. or other Gum.	Munss.	Borax and Soda	Total.	Price per Fy. of Indigo in Calcutta Market, during 20 years from 1886-87 to 1915-16.
	Area, Acres.	Yield, Mds.	Area, Acres.	Yield, Mds.	Area, Acres.	Yield, Mds.	Area, Acres.	Yield, Mds.	Area, Acres.	Yield, Mds.
1886-87	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1887-88	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1888-89	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1889-90	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1890-91	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1891-92	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1892-93	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1893-94	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1894-95	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1895-96	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1896-97	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1897-98	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1898-99	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1899-00	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1900-01	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1901-02	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1902-03	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1903-04	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1904-05	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1905-06	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1906-07	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1907-08	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1908-09	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1909-10	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1910-11	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1911-12	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1912-13	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1913-14	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1914-15	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000
1915-16	225,300	50,412	182,800	42,540	17,500	375,000	50,412	50,412	2,000,000	100,000

* Prices for 1911-15 are for Doublecrop Indigo per annum.

N.B.—Figures of area and yield for 1914-15 are subject to revision.

THE INDIGO TRADE

Statement showing the quantity of the *Internal Import Trade of Calcutta in Indigo by all routes*
during 16 years from 1900-01 to 1915-16.

Year.	Inwards of Indigo.					Total.
	By Rail.	By Road.	By Water.	By Air.	By Other.	
1900-01	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1901-02	21	68,529	22	22	22	90,552
1902-03	21	27,551	27	27	27	55,226
1903-04	21	33,397	33	33	33	66,784
1904-05	6	33,391	33	33	33	66,784
1905-06	6	33,391	33	33	33	66,784
1906-07	6	33,391	33	33	33	66,784
1907-08	25	33,391	33	33	33	66,784
1908-09	25	33,391	33	33	33	66,784
1909-10	25	33,391	33	33	33	66,784
1910-11	25	33,391	33	33	33	66,784
1911-12	25	33,391	33	33	33	66,784
1912-13	25	33,391	33	33	33	66,784
1913-14	25	33,391	33	33	33	66,784
1914-15	25	33,391	33	33	33	66,784
1915-16	25	33,391	33	33	33	66,784

THE INDIGO TRADE. — (Contd.)

Statement showing the quantity and value of Indigo exported from Bengal Presidency to each Foreign country
from 1913-14 to 1915-16.

Countries to which exported.	Quantity in Cwt.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
France	2,078	8,723	7,290	3,145	64,000	47,730
Belgium	1,018	1,018	1,018	1,018	1,018	1,018
Germany	1,018	1,018	1,018	1,018	1,018	1,018
Italy	1,018	1,018	1,018	1,018	1,018	1,018
Spain	1,018	1,018	1,018	1,018	1,018	1,018
Portugal	1,018	1,018	1,018	1,018	1,018	1,018
United States—Ports on the Atlantic	1,018	1,018	1,018	1,018	1,018	1,018
United States—Other ports	1,018	1,018	1,018	1,018	1,018	1,018
Other countries	1,018	1,018	1,018	1,018	1,018	1,018
Other British possessions	1,018	1,018	1,018	1,018	1,018	1,018
Other Foreign Countries	1,018	1,018	1,018	1,018	1,018	1,018
Total	8,723	9,897	13,147	17,748	69,440	87,957

THE RICE TRADE.
Statement showing the quantity of the *Luxuriant Import Trade of Calcutta in Rice (unshelled)* by all routes during 16 years from 1900-01 to 1915-16.

YEAR.	DISBURSERS OF RICE.					
	Bank.	Jointed concerns.	Rail.	Boat.	By Government.	Total.
1900-1	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1901-2	3,675,423	1,300-52	1,011,200	1,011,200	---	10,072,148
1902-3	2,115,684	252,087	3,200,036	1,571,600	---	12,477,906
1903-4	2,052,684	292,087	3,300,236	1,209,624	---	12,510,774
1904-5	2,277,234	111,200	3,128,406	1,209,120	---	11,610,241
1905-6	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543
1906-7	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543
1907-8	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543
1908-9	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543
1909-10	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543
1910-11	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543
1911-12	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543
1912-13	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543
1913-14	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543
1914-15	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543
1915-16	2,445,017	292,281	1,927,206	1,500,000	300,250	11,680,543

CULTIVATION AND PRODUCTION OF JUTE IN BENGAL.

Cultivation and Production of Jute in Bales (400 lbs.) for 20 years from 1897 to 1916.

Years.	BENGAL.		BRITISH AND ORIENTAL.		ASSAM.*		COAST BRITISH STATE.		SINGAPORE.		UPPER INDIA.		MALAYA.		TOTAL-†	
	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.
1897	2,113,600	6,830,000	---	---	---	---	---	---	---	---	---	---	---	---	2,113,600	6,830,000
1898	1,024,400	3,324,000	---	---	---	---	---	---	---	---	---	---	---	---	1,024,400	3,324,000
1899	1,901,800	6,415,000	---	---	---	---	---	---	---	---	---	---	---	---	1,901,800	6,415,000
1900	2,005,400	6,526,000	---	---	---	---	---	---	---	---	---	---	---	---	2,005,400	6,526,000
1901	2,265,800	7,438,000	---	---	---	---	---	---	---	---	---	---	---	---	2,265,800	7,438,000
1902	2,168,300	6,220,000	---	---	---	---	---	---	---	---	---	---	---	---	2,168,300	6,220,000
1903	2,215,600	7,101,000	---	---	---	---	---	---	---	---	---	---	---	---	2,215,600	7,101,000
1904	2,350,000	7,818,000	---	---	---	---	---	---	---	---	---	---	---	---	2,350,000	7,818,000
1905	2,500,000	8,250,000	---	---	---	---	---	---	---	---	---	---	---	---	2,500,000	8,250,000
1906	2,750,000	9,101,700	---	---	---	---	---	---	---	---	---	---	---	---	2,750,000	9,101,700
1907	3,010,000	10,057,000	---	---	---	---	---	---	---	---	---	---	---	---	3,010,000	10,057,000
1908	3,250,000	10,908,000	---	---	---	---	---	---	---	---	---	---	---	---	3,250,000	10,908,000
1909	3,500,000	11,815,000	---	---	---	---	---	---	---	---	---	---	---	---	3,500,000	11,815,000
1910	3,750,000	12,722,000	---	---	---	---	---	---	---	---	---	---	---	---	3,750,000	12,722,000
1911	4,000,000	13,629,000	---	---	---	---	---	---	---	---	---	---	---	---	4,000,000	13,629,000
1912	4,250,000	14,536,000	---	---	---	---	---	---	---	---	---	---	---	---	4,250,000	14,536,000
1913	4,500,000	15,443,000	---	---	---	---	---	---	---	---	---	---	---	---	4,500,000	15,443,000
1914	4,750,000	16,350,000	---	---	---	---	---	---	---	---	---	---	---	---	4,750,000	16,350,000
1915	5,000,000	17,257,000	---	---	---	---	---	---	---	---	---	---	---	---	5,000,000	17,257,000
1916	5,250,000	18,164,000	---	---	---	---	---	---	---	---	---	---	---	---	5,250,000	18,164,000

* The figures stated in this table are in cotton only; the figures for Assam being those years being included under Bengal.
† The figures stated in this table are in bales only; the figures for Assam being those years being included under Bengal.
‡ Figures represent Import from Assam.

THE JUTE TRADE.

Statement showing the quantity of the Internal Import Trade of Calcutta in Jute (Raw) by all routes during 16 years from 1900-01 to 1915-16.

Description of Routes.

YEARS.	Bank.	Interest Received.	Real.	Rent.	Sea (Contract).	Sea (Company).	TOTAL.
1908-1	34,646	1,152,807	11,381,281	34,646	34,646	34,646	34,646
1908-2	4,297,823	10,919,228	1,618,050	1,618,050	—	—	35,772,623
1908-3	3,991,251	10,919,228	11,312,514	11,312,514	—	—	36,133,003
1908-4	3,991,251	10,919,228	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-5	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-6	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-7	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-8	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-9	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-10	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-11	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-12	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-13	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-14	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-15	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-16	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-17	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-18	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-19	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-20	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-21	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-22	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-23	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-24	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-25	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-26	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-27	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-28	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-29	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-30	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-31	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-32	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-33	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-34	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-35	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,003
1908-36	3,172,514	8,312,265	11,312,514	11,312,514	23,425	23,425	36,133,

THE FIFTH TRADE.—(Contd.)

THE JUTE TRADE.—(Contd.)

Country	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
United Kingdom	11,22,00,000	44,40,000	1,02,54,000
France	1,22,00,000	44,40,000	1,02,54,000
Denmark
Belgium
Holland
Italy
Sweden
Switzerland
Russia
Spain
Portugal
Greece
Turkey
China
Japan
Philippines
India
Other Countries
Total	746,439	486,275	1,041,545	20,91,92,015	12,75,79,027	15,51,40,300

THE JUTE TRADE.—(Contd.)

Statement showing the total Clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong to European countries during 5 years, from 1911-12 to 1915-16.

Years, July to June.		JUTE—(A BALE=400 lbs.)				
		London.	Dundee.	Other places.	Continental Ports.	Total Exports.
		Bales.			Bales.	Bales.
1915-16	...	410,412	1,129,731	14,953	678,492	2,233,588
1914-15	...	364,225	1,177,929	6,150	608,670	2,146,974
1913-14	...	451,485	894,401	10,857	1,893,753	3,250,496
1912-13	...	545,583	1,230,006	15,385	2,228,286	4,019,260
1911-12	...	611,815	1,119,081	15,838	2,032,300	3,778,034
REJECTIONS—(A BALE=400 lbs.)						
1915-16	...	35,222			10,792	46,014
1914-15	...	48,532			18,229	66,761
1913-14	...	50,412			30,161	80,573
1912-13	...	52,353			62,411	114,764
1911-12	...	54,717			30,080	84,797
CUTTINGS—(A BALE=400 lbs.)						
1915-16	...	30,159			3,865	34,024
1914-15	...	60,533			5,883	66,416
1913-14	...	140,038			38,128	178,166
1912-13	...	75,502			17,743	93,245
1911-12	...	77,483			14,589	92,072

THE JUTE TRADE.—(Contd.)

Statement showing the total Clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong during 5 years, from 1911-12 to 1915-16.

Years, July to June.	JUTE—(A BALE=400 lbs.)						
	Europe.	America.	Other Ports.	Australia.	China and Japan Ports.	Indian Coasts.	TOTAL ALL COUNTRIES.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
1915-16	2,239,631	447,897	59,488	...	...	...	2,747,016
1914-15	2,241,974	318,859	45,867	...	...	...	2,606,700
1913-14	3,250,496	391,561	25,298	...	...	...	3,637,755
1912-13	4,019,260	325,877	27,665	...	...	...	4,402,802
1911-12	3,779,084	361,483	24,881	...	...	...	4,165,448
REJECTIONS—(A BALE=400 lbs.)							
1915-16	45,954	36,500	50	...	...	...	82,504
1914-15	67,231	10,022	23	...	...	...	77,278
1913-14	80,573	36,593	58	...	...	...	117,224
1912-13	114,764	31,665	...	...	...	...	146,429
1911-12	85,035	9,983	30	...	...	...	95,048
CUTTINGS—(A BALE=400 lbs.)							
1915-16	34,064	242,428	750	...	...	...	277,242
1914-15	75,816	294,900	2,278	...	...	...	283,084
1913-14	179,066	238,451	122	...	...	...	417,639
1912-13	93,645	255,788	3,597	...	...	...	352,930
1911-12	92,072	270,028	1,834	...	...	...	364,534

THE JUTE TRADE.—(Contd.)

Statement of Clearances of Jute, Jute Rejections and Outtings from the Port of Calcutta in bales (a bale=400 lbs.) during 25 years, from 1891-92 to 1915-16.

Years, July to June.	Jute.	Rejections.	Cuttings.	TOTAL BALES.
	Bales.	Bales.	Bales.	
1891-92 ...	1,732,767	23,848	232,006	1,988,637
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 ...	3,004,533	53,300	343,428	3,401,170
1896-97 ...	2,839,090	80,840	373,661	3,293,590
1897-98 ...	3,726,930	58,751	415,465	4,201,146
1898-99 ...	2,441,974	22,137	296,714	2,760,825
1899-00 ...	2,260,822	47,167	291,483	2,599,472
1900-01 ...	3,166,612	59,738	315,260	3,541,610
1901-02 ...	3,750,098	83,062	481,246	4,314,406
1902-03 ...	2,974,102	48,676	236,636	3,258,414
1903-04 ...	3,411,449	60,577	293,734	3,711,700
1904-05 ...	3,154,798	44,713	326,075	3,525,586
1905-06 ...	3,770,220	63,343	302,788	4,136,351
1906-07 ...	4,111,642	63,350	331,341	4,506,333
1907-08 ...	3,932,176	68,086	402,312	4,403,175
1908-09 ...	3,975,769	55,258	509,504	4,540,611
1909-10 ...	3,797,562	67,395	145,416	4,009,373
1910-11 ...	3,298,591	92,559	139,916	3,531,066
1911-12 ...	4,166,048	95,648	304,554	4,636,250
1912-13 ...	4,402,802	146,429	392,930	4,942,161
1913-14 ...	3,637,755	117,224	437,739	4,192,718
1914-15 ...	2,606,700	77,278	283,084	2,967,062
1915-16 ...	2,747,016	82,504	277,242	3,106,762

N.B.—Including Chittagong from 1900-1901.

TEA CULTIVATION IN INDIA.

Statement showing the progress of Tea Cultivation in the Twenty-two Districts during 30 years, from 1887 to 1916.

Years.	Burma.		Assam, Eastern Bengal, and Chittagong.		Bihar and Orissa.		Bombay.		United Provinces.		Punjab.		Madras.		Tamil Nadu and Cochin.		Total.
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	
1887 ...	1,100	179,436	126,350	...	...	...	100,190	7,965	7,965	9,979	6,337	14,072	470,118	10,701	301,680	301,680	...
1888 ...	1,239	191,174	131,260	...	...	...	139,241	7,224	7,224	10,228	6,212	10,194	511,658	9,115	315,658	315,658	...
1889 ...	1,260	197,815	133,359	...	...	...	132,623	7,838	7,838	10,170	6,145	10,170	523,487	9,392	323,487	323,487	...
1890 ...	1,479	204,485	132,412	...	...	...	134,272	8,035	8,035	10,245	6,184	10,245	537,767	9,579	337,767	337,767	...
1891 ...	1,622	205,332	132,834	...	...	...	135,129	8,252	8,252	10,254	6,224	10,254	548,309	9,589	338,309	338,309	...
1892 ...	1,621	207,338	132,882	...	...	...	135,158	8,121	8,121	9,254	6,259	9,254	548,309	9,589	338,309	338,309	...
1893 ...	1,649	205,999	131,622	...	...	...	135,031	7,533	7,533	9,417	6,365	9,417	548,309	9,589	338,309	338,309	...
1894 ...	1,629	207,275	131,630	...	...	...	136,133	7,594	7,594	9,425	6,322	9,425	548,309	9,589	338,309	338,309	...
1895 ...	1,698	206,098	132,339	...	...	...	136,216	7,041	7,041	9,411	6,322	9,411	548,309	9,589	338,309	338,309	...
1896 ...	1,699	206,375	133,777	...	...	...	136,216	8,096	8,096	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1897 ...	1,724	210,704	134,683	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1898 ...	1,698	212,457	133,662	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1899 ...	1,698	214,543	133,701	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1900 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1901 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1902 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1903 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1904 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1905 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1906 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1907 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1908 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1909 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1910 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1911 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1912 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1913 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1914 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1915 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...
1916 ...	1,700	214,543	133,698	...	...	...	136,216	7,884	7,884	9,276	6,322	9,276	548,309	9,589	338,309	338,309	...

TEA PRODUCTION IN INDIA.

Statement showing the progress of Tea Production in the Teagrowing Districts during 20 years, from 1897 to 1916.

Years.	Burm.		Siam.		Assam.		Blue and Oriss.		Bengal.		United Provinces.		Panjab.		Madras.		Tamil Nadu and Ceylon.		Total.	
	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.
1897	...	68,014	...	30,081,371	...	48,184,701	...	38,900,615	...	2,042,941	...	2,202,218	...	2,202,218	...	298,426	...	2,456,513	...	133,575,460
1898	...	56,072	...	68,770,721	...	43,311,616	...	40,725,711	...	1,890,750	...	2,170,130	...	302,224	...	2,410,514	...	137,307,185	...	137,307,185
1899	...	67,000	...	68,367,094	...	61,269,263	...	44,010,612	...	2,196,512	...	2,181,450	...	666,110	...	2,252,653	...	181,200,186	...	181,200,186
1900	...	67,732	...	72,357,500	...	63,134,144	...	46,333,255	...	2,297,439	...	2,133,150	...	832,032	...	4,253,104	...	197,357,402	...	197,357,402
1901	...	65,317	...	72,357,043	...	62,363,471	...	46,203,789	...	2,420,337	...	2,086,222	...	828,305	...	4,998,124	...	191,107,462	...	191,107,462
1902	...	45,390	...	73,802,008	...	68,354,010	...	46,257,821	...	2,139,305	...	1,916,445	...	1,606,692	...	5,090,360	...	188,373,182	...	188,373,182
1903	...	65,173	...	75,640,026	...	66,500,075	...	49,488,684	...	2,067,270	...	1,914,221	...	1,460,035	...	7,541,658	...	208,340,116	...	208,340,116
1904	...	67,435	...	81,705,338	...	70,488,824	...	53,883,629	...	2,571,000	...	1,916,729	...	1,602,622	...	9,073,880	...	221,366,091	...	221,366,091
1905	...	107,388	...	86,622,572	...	65,281,044	...	53,370,740	...	2,474,713	...	1,482,368	...	1,702,738	...	10,447,584	...	221,400,107	...	221,400,107
1906	...	112,330	...	95,801,801	...	69,601,173	...	60,988,103	...	2,590,169	...	1,257,694	...	2,604,468	...	11,186,294	...	241,677,471	...	241,677,471
1907	...	129,452	...	94,448,436	...	69,145,880	...	60,516,538	...	2,294,504	...	1,257,645	...	3,470,335	...	12,740,353	...	244,422,372	...	244,422,372
1908	...	118,438	...	96,360,046	...	69,287,313	...	70,071,447	...	2,600,855	...	1,437,650	...	3,470,335	...	12,740,353	...	244,422,372	...	244,422,372
1909	...	67,276	...	105,945,009	...	70,631,576	...	60,020,725	...	2,590,630	...	1,413,701	...	3,225,710	...	13,332,060	...	258,136,408	...	258,136,408
1910	...	76,655	...	106,337,298	...	73,653,226	...	64,674,543	...	2,544,275	...	1,418,854	...	3,645,219	...	14,332,117	...	265,309,333	...	265,309,333
1911	...	83,357	...	122,250,947	...	74,367,435	...	70,924,169	...	2,534,708	...	1,480,163	...	3,785,407	...	16,029,657	...	267,879,889	...	267,879,889
1912	...	133,797	...	124,824,947	...	75,441,735	...	70,972,311	...	2,573,072	...	2,129,835	...	7,089,045	...	15,155,635	...	312,570,268	...	312,570,268
1913	...	155,313	...	132,785,360	...	74,367,435	...	75,773,201	...	2,573,164	...	1,941,500	...	8,697,641	...	16,010,160	...	312,570,268	...	312,570,268
1914	...	145,534	...	102,847,108	...	82,588,722	...	90,297,657	...	2,903,945	...	1,900,638	...	11,361,560	...	20,586,287	...	377,835,608	...	377,835,608
1915	...	146,075	...	101,659,864	...	86,072,347	...	92,438,016	...	2,302,720	...	1,200,101	...	11,500,029	...	17,700,607	...	396,434,494	...	396,434,494
1916

324

225

THE TEA TRADE.
Statement showing the quantity of the Internal Export Trade of Ceylon in Tea by all routes during 10 years from 1900-01 to 1915-16.

YEAR.	Boat.		Inland Steamer.		Rail.		Road.		Sea (Coasting).		Sea (Foreign).		Total.	
	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.	Mds.	Lbs.
1900-1	1,391,673	...	840,646	...	...	...	...	...	...	...	2,231,719	...
1901-2	945,070	...	926,684	...	...	...	...	...	...	...	1,870,614	...
1902-3	1,067,153	...	812,070	...	...	...	...	...	...	...	1,900,373	...
1903-4	1,068,572	...	988,570	...	...	...	...	...	...	...	2,062,143	...
1904-5	1,261,079	...	892,144	...	...	...	10,788	...	...	...	2,080,961	...
1905-6	1,245,449	...	740,427	...	...	...	14,858	...	...	...	2,008,511	...
1906-7	1,201,253	...	573,006	...	...	...	15,200	...	...	...	2,030,297	...
1907-8	1,202,364	...	512,202	...	...	...	13,814	...	1,015	...	2,030,297	...
1908-9	831,047	...	1,014,716	...	...	...	10,166	...	367	...	1,870,296	...
1909-10	1,180,303	...	1,107,640	...	...	...	11,132	...	388	...	2,299,324	...
1910-11	1,231,890	...	1,157,082	...	...	...	10,305	...	418	...	2,400,175	...
1911-12	1,152,715	...	1,081,560	...	...	...	13,814	...	565	...	2,235,500	...
1912-13	1,265,720	...	1,115,232	...	...	...	13,853	...	363	...	2,385,500	...
1913-14	1,245,401	...	1,240,471	...	...	...	13,650	...	536	...	2,479,097	...
1914-15	1,351,378	...	1,631,387	...	...	...	7,906	...	504	...	2,991,314	...
1915-16	1,601,203	...	1,710,618	...	...	...	5,729	...	543	...	3,326,386	...
29

DISCREPANCY OF TONNAGE.

Country from 1913-14 to 1915-16.

Total.

TEA EXPORTS FROM INDIA.

Statement of total Exports of Indian Tea from India by Sea showing share of each Presidency during 25 years, from 1891-92 to 1915-16.

YEAR.	QUANTITY IN LBS.					
	Bengal.	Bombay.	Madras.	Sind.	Burma.	Total.
1891-92	115,782,170	2,618,605	1,025,729	684,581	37,222	120,160,307
1892-93	111,523,407	1,093,760	1,392,604	593,865	118,967	114,722,442
1893-94	121,416,722	2,433,624	1,775,812	598,330	118,330	126,522,518
1894-95	123,000,733	2,828,746	2,249,006	1,067,369	23,472	129,098,926
1895-96	130,485,190	3,040,293	2,510,030	674,795	89,886	137,200,194
1896-97	141,235,822	2,413,247	2,000,027	505,344	64,621	146,399,061
1897-98	145,303,650	1,983,315	3,242,079	854,764	17,019	150,403,827
1898-99	149,422,007	3,701,455	3,661,319	617,883	37,918	157,405,592
1899-1900	167,936,152	2,039,864	4,419,290	4,895,216	581,079	175,000,613
1900-01	182,216,752	2,635,880	5,254,189	319,584	49,560	190,266,965
1901-02	171,107,316	2,870,231	5,320,600	320,600	27,682	179,866,439
1902-03	170,943,292	3,743,606	4,492,215	222,186	32,220	181,431,539
1903-04	192,880,776	3,309,696	8,744,706	14,302	68,575	204,000,161
1904-05	185,974,504	3,232,153	8,103	440	6,000	197,212,700
1905-06	185,023,805	3,212,508	11,068,397	400	6,000	200,302,110
1906-07	198,023,805	1,710,003	12,679,554	4,494	6,752	212,409,611
1907-08	216,625,519	1,685,009	13,933,177	26,400	3,401	232,273,606
1908-09	200,874,724	2,964,670	13,803,799	1,003	36,354	227,650,250
1909-10	215,382,084	1,379,794	16,611,005	120	38,054	233,411,057
1910-11	232,722,400	1,374,740	17,094,516	9,788	7,409	250,199,153
1911-12	239,001,610	1,440,463	18,035,062	1,620	8,571	258,486,728
1912-13	253,902,237	1,075,545	17,538,173	2,138	13,119	272,529,172
1913-14	263,474,503	2,691,197	18,685,785	2,985	19,689	284,803,969
1914-15	274,401,324	4,030,149	20,612,736	38,318	2,797	300,185,226
1915-16	201,275,083	11,105,037	25,775,616	56,767	6,069	242,218,572

* Separately enumerated from April 1903.

TEA MOVEMENTS IN LONDON.

Comparative Statement of Movements of Tea (Black and Green) in London during the calendar years 1915 and 1916.

YEAR.	TENS.									
	India.	Ceylon.	Java.	China, etc.	Total.	India.	Ceylon.	Java.	China, etc.	Total.
January 1915	56,369,485	10,696,614	1,360,690	2,295,147	70,721,936	NOT	NOT	NOT	NOT	NOT
February 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
March 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
April 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
May 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
June 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
July 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
August 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
September 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
October 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
November 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
December 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
Total 1915	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
January 1916	56,369,485	10,696,614	1,360,690	2,295,147	70,721,936	NOT	NOT	NOT	NOT	NOT
February 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
March 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
April 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
May 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
June 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
July 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
August 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
September 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
October 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
November 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
December 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT
Total 1916	10,770,525	2,362,188	2,292,438	2,292,438	18,717,581	NOT	NOT	NOT	NOT	NOT

X. & Y. - Private Banded Warehouse entries are not included in this Statement.

BENGAL OPIUM.

Statement showing the Quantity, Average Price, and Gross Proceeds of Bengal Opium sold during 25 years, from 1892 to 1916.

YEAR.	Quantity.	Average Price.		Gross Proceeds.	
		Rs.	As. P.	Rs.	As. P.
	Chests.				
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	5,12,00,890	0 0
1895 ...	37,260	1,414	2 0	5,26,90,470	0 0
1896 ...	39,000	1,311	14 11	5,11,65,550	0 0
1897 ...	39,000	1,048	12 3	4,09,01,985	0 0
1898 ...	39,000	1,016	7 2	3,96,41,405	0 0
1899 ...	40,800	1,150	6 0	4,73,02,560	0 0
1900 ...	44,400	1,369	11 5	6,08,15,360	0 0
1901 ...	48,000	1,326	3 1	6,36,57,475	0 0
1902 ...	48,000	1,154	0 6	5,53,93,530	0 0
1903 ...	48,000	1,335	2 1	6,40,86,370	0 0
1904 ...	48,000	1,615	12 8	7,75,58,170	0 0
1905 ...	48,000	1,498	4 4	7,19,17,010	0 0
1906 ...	52,800	1,370	8 11	7,23,65,450	0 0
1907 ...	50,400	1,372	8 5	6,91,75,745	0 0
1908 ...	46,800	1,387	5 8	6,49,29,400	0 0
1909 ...	43,200	1,388	8 8	5,99,85,100	0 0
1910 ...	39,600	2,673	1 7	10,58,54,815	0 0
1911 ...	20,440	2,811	9 1	8,37,72,374	6 0
1912 ...	10,900	2,970	10 10	5,91,16,564	3 6
1913 ...	9,000	2,379	4 3	2,14,13,400	0 0
1914 ...	11,848	1,598	14 0	1,89,43,520	2 11
1915 ...	12,480	1,719	7 4	2,14,58,850	0 0
1916 ...	13,950	2,454	15 0	3,42,46,425	0 0

BENGAL OPIUM.—(concd.)

Statement showing the Quantity, Average Price and Gross Proceeds of Bengal Opium sold each month during 1915 and 1916.

Months.	Quantity in Chests.	Average Price.		Gross Proceeds.	
		Rs.	As. P.	Rs.	As. P.
January ...	Public sale ... 1915	840	1,600	0 5	13,44,025 0 0
January ...	Private sale ... "	840	1,601	1 1	13,44,900 0 0
February ...	Public sale ... "	409	2,000	0 0	8,00,000 0 0
February ...	Private sale ... "	840	1,017	0 4	13,35,300 0 0
March ...	Public sale ... "	200	2,000	0 0	4,00,000 0 0
March ...	Private sale ... "	840	1,000	0 5	13,44,625 0 0
April ...	Public sale ... "	200	2,000	0 0	4,00,000 0 0
April ...	Private sale ... "	840	1,627	0 4	13,65,700 0 0
May ...	Public sale ... "	200	2,000	0 0	4,00,000 0 0
May ...	Private sale ... "	840	1,609	3 10	13,51,705 0 0
June ...	Public sale ... "	840	2,000	0 0	4,00,000 0 0
June ...	Private sale ... "	840	1,605	0 8	13,48,253 0 0
July ...	Public sale ... "	200	2,000	0 0	4,00,000 0 0
July ...	Private sale ... "	200	2,000	0 0	4,00,000 0 0
August ...	Public sale ... "	840	1,614	7 10	13,66,175 0 0
August ...	Private sale ... "	200	2,000	0 0	4,00,000 0 0
September ...	Public sale ... "	840	1,753	3 8	14,71,875 0 0
September ...	Private sale ... "	200	2,000	0 0	4,00,000 0 0
October ...	Public sale ... "	200	2,000	0 0	4,00,000 0 0
October ...	Private sale ... "	840	1,782	6 5	14,97,525 0 0
November ...	Public sale ... "	200	2,000	0 0	4,00,000 0 0
November ...	Private sale ... "	840	1,816	3 0	15,25,600 0 0
December ...	Public sale ... "	200	2,000	0 0	4,00,000 0 0
December ...	Private sale ... "	200	2,000	0 0	4,00,000 0 0
Total ...	Public sale ...	10,080	1,632	10 7	1,66,58,850 0 0
Total ...	Private sale ...	2,400	2,000	0 3	48,00,000 0 0
GRAND TOTAL ...		12,480	1,719	7 4	2,14,15,400 0 0
January ...	Public sale ... 1916	830	1,805	6 5	14,80,125 0 0
January ...	Private sale ... "	280	2,000	0 0	5,60,000 0 0
February ...	Public sale ... "	830	1,862	13 10	15,27,550 0 0
February ...	Private sale ... "	280	2,000	0 0	5,60,000 0 0
March ...	Public sale ... "	830	1,956	0 1	16,43,525 0 0
March ...	Private sale ... "	280	2,000	0 0	5,60,000 0 0
April ...	Public sale ... "	830	2,002	4 7	16,41,875 0 0
April ...	Private sale ... "	280	2,000	0 0	5,60,000 0 0
May ...	Public sale ... "	830	2,017	7 0	16,82,300 0 0
May ...	Private sale ... "	280	2,000	0 0	5,60,000 0 0
June ...	Public sale ... "	830	2,791	3 0	22,88,775 0 0
June ...	Private sale ... "	280	2,000	0 0	5,60,000 0 0
July ...	Public sale ... "	830	2,829	4 0	23,59,025 0 0
July ...	Private sale ... "	280	2,000	0 0	5,60,000 0 0
August ...	Public sale ... "	830	3,144	2 0	26,29,325 0 0
August ...	Private sale ... "	405	2,000	0 0	8,10,000 0 0
September ...	Public sale ... "	830	2,063	0 0	17,10,400 0 0
September ...	Private sale ... "	405	2,000	0 0	8,10,000 0 0
October ...	Public sale ... "	830	2,059	3 3	17,08,500 0 0
October ...	Private sale ... "	405	2,000	0 0	8,10,000 0 0
November ...	Public sale ... "	830	3,129	3 3	25,65,500 0 0
November ...	Private sale ... "	405	2,000	0 0	8,10,000 0 0
December ...	Public sale ... "	830	3,529	3 8	29,72,575 0 0
December ...	Private sale ... "	405	2,000	0 0	8,10,000 0 0
Total ...	Public sale ...	9,540	2,644	15 4	2,60,58,425 0 0
Total ...	Private sale ...	4,110	2,000	0 0	82,20,000 0 0
GRAND TOTAL ...		13,650	2,454	15 0	3,42,46,425 0 0

THE SALT TRADE.

Statement showing the quantity (in pounds of 83½ lbs.) of salt imported into or made in Bengal, and the annual average price, during 20 years from 1891-92 to 1915-16.

Year.	From United King- dom	From Germany.	From other Coun- tries.	From Adm.	From India Sea Ports.	From other Com- pensation.	From India and Sea.	Total Imports.	Salt made in India.	Salts from Foreign Ports.	Annual average Cal- culation of Imports
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
1891-92	...	655,709	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1892-93	...	627,257	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1893-94	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1894-95	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1895-96	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1896-97	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1897-98	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1898-99	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1899-00	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1900-01	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1901-02	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1902-03	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1903-04	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1904-05	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1905-06	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1906-07	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1907-08	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1908-09	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1909-10	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1910-11	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1911-12	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1912-13	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1913-14	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1914-15	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561
1915-16	...	716,200	...	578,841	45,752	200,396	591,103	42,118	5,941,576	48,983	5,990,561

* Miners' salt which was in previous statement shown under "From other Countries" is now under "From India Sea Ports."

PRICE OF SALT.

Statement showing the annual average retail price of Salt in the following places during 20 years from 1896 to 1915.

Year.	Calcutta.	Bansley.	Maidan.	Kanchi.	Bangalore.	Cawnpore.	Rajahmundry.	HYDERABAD.		Mys.	Dhha.
								Composite.	Refined.		
1896
1897
1898
1899
1900
1901
1902
1903
1904
1905
1906
1907
1908
1909
1910
1911
1912
1913
1914
1915

PRICE OF RICE (COMMON.)
Statement showing the annual average retail price of Common Rice in the following places during 20 years from 1896 to 1915.

Year.	RUPEES PER MAUND.									
	Calcutta.	Bombay.	Madras.	Bombay.	Canton.	Dacca.	Bang.	Calcutta.	Bombay.	Batavia.
1896	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1897	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1898	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1899	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1900	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1901	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1902	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1903	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1904	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1905	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1906	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1907	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1908	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1909	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1910	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1911	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1912	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1913	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1914	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1915	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94

PRICE OF WHEAT.

Statement showing the annual average retail price of Wheat in the following places during 20 years from 1896 to 1915.

Year.	RUPEES PER MAUND.									
	Calcutta.	Lucknow.	Bombay.	Patna.	Canton.	Cochin.	Calcutta.	Bangalore.	Kanpur.	Bombay.
1896	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1897	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1898	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1899	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1900	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1901	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1902	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1903	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1904	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1905	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1906	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1907	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1908	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1909	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1910	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1911	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1912	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1913	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1914	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94
1915	3.77	3.84	3.69	3.69	3.67	3.74	3.93	3.81	3.95	3.94

* Not reported.

WHEAT AND LINSEED 1915 and 1916.

WHEAT.			1915.				1916.			
			May.	June.	July.	August.	May.	June.	July.	August.
Exchange	{ D/Payment 6 M/S	A.	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
	{ D/Payment 3 M/S	A.	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
Price	{ English White P 400 Ea. £		3-5-3	2-13-9	2-15-6	2-16-0	2-16-0	2-16-0	2-15-6	2-15-6
	{ Calcutta, P. B. Md. Club No. 2		4-3-0	4-0-0	4-10-0	4-12-0	4-0-0	4-0-0	4-1-0	4-1-0
	{ Per 100 Mds., Rail, Calcutta, to Howrah	Ra.	4-7-0	4-8-0	4-14-0	5-0-0	4-2-0	4-3-0	4-4-0	4-4-0
Freight	{ Per 100 Mds., Rail, Calcutta, to London £	Ra.	20-5-3	20-5-3	20-5-3	20-5-3	32-13-0	32-13-0	32-13-0	32-13-0
Shipping Charges (boasting) per Ton.	{ Calcutta.		13-12-0	13-12-0	13-12-0	13-0-0	7-10-0	7-0-0	7-0-0	7-10-0
			Average Rs. 1-9-0 per Ton.				Average Rs. 1-7-0 per Ton.			
* Exports from	{ Bengal	... cwt.								
	{ Bombay	...								
	{ Sind	...								
	{ Madras, etc.	...								
	{ Burma	...								
TOTAL	...	...						

LINSEED.			1915.				1916.			
			May.	June.	July.	August.	May.	June.	July.	August.
Exchange	{ D/Payment 6 M/S	A.	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
	{ D/Payment 3 M/S	A.	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
Price	{ English, P 416 Ea. £		3-19-0	3-0-0	3-1-0	3-1-0	3-19-0	3-17-0	3-17-0	3-17-0
	{ to med. 5% to 6%	Ra.	4-13-0	5-0-0	4-12-0	4-15-0	5-4-0	5-1-0	5-4-0	5-14-0
Freight	{ Per 100 Mds., Rail, Calcutta, to Howrah	Ra.	20-5-3	20-5-3	20-5-3	20-5-3	32-13-0	32-13-0	32-13-0	32-13-0
Shipping Charges (boasting) per Ton.	{ Calcutta.		13-15-0	13-15-0	13-15-0	13-0-0	7-2-0	7-2-0	7-2-0	7-2-0
			Average Rs. 1-9-0 per Ton.				Average Rs. 1-7-0 per Ton.			
* Exports from	{ Bengal	... cwt.								
	{ Bombay	...								
	{ Sind	...								
	{ Madras, etc.	...								
	{ Burma	...								
TOTAL	...	...						

* Figures for the official years.

† 20% Surcharge in addition.

‡ In wagon loads of 380 mds. or over per maund.

RAILWAY FREIGHT ON WHEAT AND LINSEED.

Statement showing the lowest rates in force, per 100 maunds, for Wheat and Linseed, from Calcutta to Howrah for 20 years.

YEAR.	MAY.		JUNE.		JULY.		AUGUST.	
	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
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
1904	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8
1905	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8
1906	0 5 8	0 5 8	0 5 8	0 5 8	0 5 8	0 5 8	0 5 8	0 5 8
1907	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3
1908	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3
1909	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8
1910	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8
1911	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8
1912	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8	0 6 8
1913	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0
1914	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0
1915	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3
1916	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0	32 13 0

† These rates are for consignments of 340 maunds and over; less than 340 maunds, Rs. 1-5-0 per maund.

‡ Per maund in consignments of 340 maunds per wagon or over.

§ Per maund in consignments of 436 maunds, per maund.

¶ In wagon loads of 400 mds. or over up to 436 maunds, per maund.

‡ Subject to a minimum wagon load of 400 mds. per wagon, per maund.

¶ In wagon loads of 380 mds. or over per maund.

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1915.

1st QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.*		SAILING VESSELS.		STEAMERS.*		SAILING VESSELS.	
	Highest.	Lowest.	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.
Linned ...	3 10 0	1 0 0	3 10 0	1 0 0	3 10 0	1 0 0	3 10 0	1 0 0
Rapeseed ...	3 12 6	1 12 6	3 12 6	1 12 6	3 12 6	1 12 6	3 12 6	1 12 6
Poppy and Ttl ...	3 15 0	1 15 0	3 15 0	1 15 0	3 15 0	1 15 0	3 15 0	1 15 0
Jute ...	3 17 6	1 17 6	3 17 6	1 17 6	3 17 6	1 17 6	3 17 6	1 17 6
Cotton ...	3 12 6	1 12 6	3 12 6	1 12 6	3 12 6	1 12 6	3 12 6	1 12 6
Tea ...	1/150/Nett	1 10 0	1/150/Nett	1 10 0	1/150/Nett	1 10 0	1/150/Nett	1 10 0
Saltpetre ...	3 7 6	1 7 6	3 7 6	1 7 6	3 7 6	1 7 6	3 7 6	1 7 6
Hides ...	4 15 0	2 10 0	4 15 0	2 10 0	4 15 0	2 10 0	4 15 0	2 10 0
Silk ...	6 10 0	5 5 0	N/L	N/L	6 10 0	5 5 0	N/L	N/L
Lacely and Shellac ...	2 10 0	2 0 0	2 10 0	2 0 0	2 10 0	2 0 0	2 10 0	2 0 0
Indigo ...	2/100/Nett	3 0 0	2/100/Nett	3 0 0	2/100/Nett	3 0 0	2/100/Nett	3 0 0
Tobacco ...	3 0 0	0 0 0	3 0 0	0 0 0	3 0 0	0 0 0	3 0 0	0 0 0
Tale ...	3 15 0	2 10 0	3 15 0	2 10 0	3 15 0	2 10 0	3 15 0	2 10 0
Turnerie ...	3 10 0	2 5 0	3 10 0	2 5 0	3 10 0	2 5 0	3 10 0	2 5 0
Caster oil ...	3 5 6	2 2 6	3 5 6	2 2 6	3 5 6	2 2 6	3 5 6	2 2 6
Gumies ...	3 10 0	2 0 0	3 10 0	2 0 0	3 10 0	2 0 0	3 10 0	2 0 0
Safflower ...	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Catch ...	2 7 6	2 10 0	2 7 6	2 10 0	2 7 6	2 10 0	2 7 6	2 10 0

* 20% Surta.

† 3/0 Surcharge in addition.

2nd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.*		SAILING VESSELS.		STEAMERS.*		SAILING VESSELS.	
	Highest.	Lowest.	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.
Linned ...	3 12 6	3 10 0	3 12 6	3 10 0	3 12 6	3 10 0	3 12 6	3 10 0
Rapeseed ...	3 15 0	3 12 6	3 15 0	3 12 6	3 15 0	3 12 6	3 15 0	3 12 6
Poppy and Ttl ...	3 17 6	3 15 0	3 17 6	3 15 0	3 17 6	3 15 0	3 17 6	3 15 0
Jute ...	3 12 6	3 12 6	3 12 6	3 12 6	3 12 6	3 12 6	3 12 6	3 12 6
Cotton ...	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0
Tea ...	2/70/Nett	2/70/Nett	2/70/Nett	2/70/Nett	2/70/Nett	2/70/Nett	2/70/Nett	2/70/Nett
Saltpetre ...	3 10 0	3 7 6	3 10 0	3 7 6	3 10 0	3 7 6	3 10 0	3 7 6
Hides ...	4 15 0	3 15 0	4 15 0	3 15 0	4 15 0	3 15 0	4 15 0	3 15 0
Silk ...	6 10 0	6 10 0	N/L	N/L	6 10 0	6 10 0	N/L	N/L
Lacely and Shellac ...	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0
Indigo ...	2/100/Nett	2 10 0	2/100/Nett	2 10 0	2/100/Nett	2 10 0	2/100/Nett	2 10 0
Tobacco ...	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Tale ...	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0
Turnerie ...	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0
Caster oil ...	3 5 6	3 5 6	3 5 6	3 5 6	3 5 6	3 5 6	3 5 6	3 5 6
Gumies ...	4 0 0	3 15 0	4 0 0	3 15 0	4 0 0	3 15 0	4 0 0	3 15 0
Safflower ...	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Catch ...	2 7 6	2 10 0	2 7 6	2 10 0	2 7 6	2 10 0	2 7 6	2 10 0

* 20% Surta.

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1915.—(Concld.)

3rd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.*		SAILING VESSELS.		STEAMERS.*		SAILING VESSELS.	
	Highest.	Lowest.	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.
Linned ...	3 12 6	3 0 0	3 12 6	3 0 0	3 12 6	3 0 0	3 12 6	3 0 0
Rapeseed ...	3 15 0	3 2 6	3 15 0	3 2 6	3 15 0	3 2 6	3 15 0	3 2 6
Poppy and Ttl ...	3 17 6	3 5 0	3 17 6	3 5 0	3 17 6	3 5 0	3 17 6	3 5 0
Jute ...	3 15 0	3 2 6	3 15 0	3 2 6	3 15 0	3 2 6	3 15 0	3 2 6
Cotton ...	3 12 6	3 2 6	3 12 6	3 2 6	3 12 6	3 2 6	3 12 6	3 2 6
Tea ...	2/70/Nett	2 7 6	N/L	N/L	2/70/Nett	2 7 6	N/L	N/L
Saltpetre ...	3 10 0	3 15 0	3 10 0	3 15 0	3 10 0	3 15 0	3 10 0	3 15 0
Hides ...	4 15 0	3 15 0	4 15 0	3 15 0	4 15 0	3 15 0	4 15 0	3 15 0
Silk ...	6 10 0	3 10 0	6 10 0	3 10 0	6 10 0	3 10 0	6 10 0	3 10 0
Lacely and Shellac ...	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0
Indigo ...	2/100/Nett	3 0 0	2/100/Nett	3 0 0	2/100/Nett	3 0 0	2/100/Nett	3 0 0
Tobacco ...	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Tale ...	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0
Turnerie ...	3 5 6	3 5 6	3 5 6	3 5 6	3 5 6	3 5 6	3 5 6	3 5 6
Caster oil ...	4 0 0	3 5 0	4 0 0	3 5 0	4 0 0	3 5 0	4 0 0	3 5 0
Gumies ...	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Catch ...	2 7 6	2 10 0	2 7 6	2 10 0	2 7 6	2 10 0	2 7 6	2 10 0

* 20% Surta.

4th QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.*		SAILING VESSELS.		STEAMERS.*		SAILING VESSELS.	
	Highest.	Lowest.	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.
Linned ...	5 0 0	2 17 6	5 0 0	2 17 6	5 0 0	2 17 6	5 0 0	2 17 6
Rapeseed ...	5 2 6	3 0 0	5 2 6	3 0 0	5 2 6	3 0 0	5 2 6	3 0 0
Poppy and Ttl ...	5 5 0	3 2 6	5 5 0	3 2 6	5 5 0	3 2 6	5 5 0	3 2 6
Jute ...	5 7 6	3 5 0	5 7 6	3 5 0	5 7 6	3 5 0	5 7 6	3 5 0
Cotton ...	5 2 6	3 0 0	5 2 6	3 0 0	5 2 6	3 0 0	5 2 6	3 0 0
Tea ...	2/70/Nett	2 7 6	N/L	N/L	2/70/Nett	2 7 6	N/L	N/L
Saltpetre ...	4 17 6	3 15 0	4 17 6	3 15 0	4 17 6	3 15 0	4 17 6	3 15 0
Hides ...	7 0 0	3 15 0	7 0 0	3 15 0	7 0 0	3 15 0	7 0 0	3 15 0
Silk ...	6 15 0	3 10 0	6 15 0	3 10 0	6 15 0	3 10 0	6 15 0	3 10 0
Lacely and Shellac ...	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0	2 10 0
Indigo ...	2/100/Nett	3 0 0	2/100/Nett	3 0 0	2/100/Nett	3 0 0	2/100/Nett	3 0 0
Tobacco ...	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Tale ...	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0	3 15 0
Turnerie ...	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0	3 10 0
Caster oil ...	4 0 0	3 5 0	4 0 0	3 5 0	4 0 0	3 5 0	4 0 0	3 5 0
Gumies ...	5 5 0	3 5 0	5 5 0	3 5 0	5 5 0	3 5 0	5 5 0	3 5 0
Catch ...	2 7 6	2 10 0	2 7 6	2 10 0	2 7 6	2 10 0	2 7 6	2 10 0

* 20% Surta.

RATES OF FREIGHT IN THE PORT OF CALCUTTA.—1916.

1st QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.		Lowest.		Highest.		Lowest.	
	£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Rice ... per ton	8 5 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0
Wheat ...	8 5 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0
Limeed ...	8 7 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6
Rapeseed ...	8 10 0	5 5 0	5 5 0	5 5 0	5 5 0	5 5 0	5 5 0	5 5 0
Jute ...	8 7 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6
Cotton ...	8 7 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6
Tea ...	8 2 6	5 17 6	NH.	NH.	5 2 6	5 2 6	5 2 6	5 2 6
Saltpetre ...	8 2 6	5 17 6	NH.	NH.	5 2 6	5 2 6	5 2 6	5 2 6
Hides ...	12/ to 13/ 6	10 15 0	6/ to 7/ 6	6/ to 7/ 6	6/ to 7/ 6	6/ to 7/ 6	6/ to 7/ 6	6/ to 7/ 6
Silk ...	8 17 6	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0
Lacrye ...	8 17 6	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0
Shallac ...	8 17 6	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0
Indigo ...	10 0 0	4 10 0	4 10 0	4 10 0	4 10 0	4 10 0	4 10 0	4 10 0
Gummi ...	8 17 6	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0
Castor Oil ...	8 15 0	4 5 0	4 5 0	4 5 0	4 5 0	4 5 0	4 5 0	4 5 0

* Nett.

2nd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.		Lowest.		Highest.		Lowest.	
	£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Rice ... per ton	8 5 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0
Wheat ...	8 5 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0	5 0 0
Limeed ...	8 7 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6
Rapeseed ...	8 10 0	5 5 0	5 5 0	5 5 0	5 5 0	5 5 0	5 5 0	5 5 0
Jute ...	8 7 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6
Cotton ...	8 7 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6	5 2 6
Tea ...	8 2 6	5 17 6	NH.	NH.	5 2 6	5 2 6	5 2 6	5 2 6
Saltpetre ...	8 2 6	5 17 6	NH.	NH.	5 2 6	5 2 6	5 2 6	5 2 6
Hides ...	12/ to 13/ 6	10 15 0	6/ to 7/ 6	6/ to 7/ 6	6/ to 7/ 6	6/ to 7/ 6	6/ to 7/ 6	6/ to 7/ 6
Silk ...	8 17 6	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0
Lacrye ...	8 17 6	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0
Shallac ...	8 17 6	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0
Indigo ...	10 0 0	4 10 0	4 10 0	4 10 0	4 10 0	4 10 0	4 10 0	4 10 0
Gummi ...	8 17 6	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0	5 15 0
Castor Oil ...	8 15 0	4 5 0	4 5 0	4 5 0	4 5 0	4 5 0	4 5 0	4 5 0

* Nett.

RATES OF FREIGHT IN THE PORT OF CALCUTTA.—1916.—(Contd.)

3rd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.		Lowest.		Highest.		Lowest.	
	£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Rice ... per ton	8 0 0	7 0 0	7 0 0	7 0 0	8 0 0	7 0 0	7 0 0	7 0 0
Wheat ...	8 0 0	7 0 0	7 0 0	7 0 0	8 0 0	7 0 0	7 0 0	7 0 0
Limeed ...	8 2 6	7 2 6	7 2 6	7 2 6	8 2 6	7 2 6	7 2 6	7 2 6
Rapeseed ...	8 10 0	7 10 0	7 10 0	7 10 0	8 10 0	7 10 0	7 10 0	7 10 0
Jute ...	8 2 6	7 2 6	7 2 6	7 2 6	8 2 6	7 2 6	7 2 6	7 2 6
Cotton ...	8 2 6	7 2 6	7 2 6	7 2 6	8 2 6	7 2 6	7 2 6	7 2 6
Tea ...	12/ to 13/ 6	10 15 0	6/ to 7/ 6	6/ to 7/ 6	12/ to 13/ 6	10 15 0	6/ to 7/ 6	6/ to 7/ 6
Saltpetre ...	8 2 6	5 17 6	NH.	NH.	8 2 6	5 17 6	NH.	NH.
Hides ...	8 2 6	5 17 6	NH.	NH.	8 2 6	5 17 6	NH.	NH.
Silk ...	8 12 6	5 12 6	5 12 6	5 12 6	8 12 6	5 12 6	5 12 6	5 12 6
Lacrye ...	8 12 6	5 12 6	5 12 6	5 12 6	8 12 6	5 12 6	5 12 6	5 12 6
Shallac ...	10 0 0	4 10 0	4 10 0	4 10 0	10 0 0	4 10 0	4 10 0	4 10 0
Indigo ...	8 12 6	5 12 6	5 12 6	5 12 6	8 12 6	5 12 6	5 12 6	5 12 6
Gummi ...	8 12 6	5 12 6	5 12 6	5 12 6	8 12 6	5 12 6	5 12 6	5 12 6
Castor Oil ...	9 5 0	8 15 0	8 15 0	8 15 0	9 5 0	8 15 0	8 15 0	8 15 0

* Nett.

4th QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.		Lowest.		Highest.		Lowest.	
	£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Rice ... per ton	14 10 0	8 0 0	8 0 0	8 0 0	14 10 0	8 0 0	8 0 0	8 0 0
Wheat ...	14 10 0	8 0 0	8 0 0	8 0 0	14 10 0	8 0 0	8 0 0	8 0 0
Limeed ...	14 12 6	8 2 6	8 2 6	8 2 6	14 12 6	8 2 6	8 2 6	8 2 6
Rapeseed ...	14 12 6	8 2 6	8 2 6	8 2 6	14 12 6	8 2 6	8 2 6	8 2 6
Jute ...	14 12 6	8 2 6	8 2 6	8 2 6	14 12 6	8 2 6	8 2 6	8 2 6
Cotton ...	14 12 6	8 2 6	8 2 6	8 2 6	14 12 6	8 2 6	8 2 6	8 2 6
Tea ...	20/ to 25/ 6	12/ to 13/ 6	10 15 0	10 15 0	20/ to 25/ 6	12/ to 13/ 6	10 15 0	10 15 0
Saltpetre ...	20/ to 25/ 6	12/ to 13/ 6	10 15 0	10 15 0	20/ to 25/ 6	12/ to 13/ 6	10 15 0	10 15 0
Hides ...	16 0 0	4 10 0	4 10 0	4 10 0	16 0 0	4 10 0	4 10 0	4 10 0
Silk ...	16 0 0	4 10 0	4 10 0	4 10 0	16 0 0	4 10 0	4 10 0	4 10 0
Lacrye ...	16 0 0	4 10 0	4 10 0	4 10 0	16 0 0	4 10 0	4 10 0	4 10 0
Shallac ...	16 0 0	4 10 0	4 10 0	4 10 0	16 0 0	4 10 0	4 10 0	4 10 0
Indigo ...	16 0 0	4 10 0	4 10 0	4 10 0	16 0 0	4 10 0	4 10 0	4 10 0
Gummi ...	16 0 0	4 10 0	4 10 0	4 10 0	16 0 0	4 10 0	4 10 0	4 10 0
Castor Oil ...	16 0 0	4 10 0	4 10 0	4 10 0	16 0 0	4 10 0	4 10 0	4 10 0

* Nett.

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tons of Rupees) of total **Imports and Exports** of **MERCHANDISE and TREASURE (exclusive of Government Stores and Treasure)** from and to **Foreign Countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1911-1912 to 1915-1916.**

	BENGAL PRESIDENCY.					CALCUTTA.				
	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
Imports...	52,035,271	62,199,118	72,089,252	71,103,815	72,183,321	31,077,712	34,315,483	38,688,616	55,239,847	52,732
Exports...	60,514,256	59,837,261	50,118,858	73,013,235	60,824,023	61,491,112	61,286,226	67,572,881	79,246,262	67,212
Total	1,12,549,527	1,22,036,379	1,22,208,110	1,44,117,050	1,33,007,344	92,568,824	95,601,709	106,261,500	134,486,109	119,944
Net exports	28,700,010	17,648,143	18,029,602	17,344,814	18,419,517	28,403,400	26,970,745	27,211,264	19,999,320	18,768
TREASURE.										
Imports...	8,419,396	8,571,141	8,810,828	8,831,639	8,994,257	8,699,629	8,659,497	8,207,281	8,811,091	8,892
Exports...	101,251	115,875	696,485	436,257	737,138	99,254	141,982	695,481	438,242	352
Net imports	8,318,145	8,455,266	8,114,343	8,395,382	8,257,119	8,599,375	8,517,515	7,511,796	8,372,849	8,540
Total of Net exports of merchandise	20,381,865	19,192,909	19,943,945	19,140,196	19,676,636	20,002,775	19,588,260	19,723,060	18,371,169	17,308

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tons of Rupees) of total **Imports and Exports** of **GOVERNMENT STORES and TREASURE** from and to **Foreign Countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1911-1912 to 1915-1916.**

	BENGAL PRESIDENCY.					CALCUTTA.				
	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
IMPORTS—STORES—										
For Office Dept.	610,108	979,827	1,231,207	1,178,212	1,551,181	618,218	920,121	1,210,181	1,177,215	1,232,312
For State Rys.	809,110	1,251,273	1,710,257	1,495,392	790,110	808,110	1,251,311	1,710,257	1,495,392	790,110
Total Imports	1,419,218	2,231,100	2,941,464	2,673,604	2,341,291	1,426,328	2,171,432	2,920,438	2,672,607	2,022,422
EXPORTS—STORES—										
Indian	18,000	23,212	23,212	14,120	59,140	18,000	23,212	23,212	14,120	59,140
Foreign	31,251	52,013	52,013	139,497	596,719	31,251	52,013	52,013	139,497	596,719
Total exports	49,251	75,225	75,225	153,617	655,859	49,251	75,225	75,225	153,617	655,859
Net imports of Stores	1,369,967	2,155,875	2,866,239	2,519,987	1,685,432	1,377,077	2,096,207	2,845,213	2,519,050	1,366,563
TREASURE—										
Imports...	—	2,052,075	5,012,003	16,181	—	—	2,052,075	5,012,003	16,181	—
Exports...	89,911	—	—	—	—	89,911	—	—	—	—
Net imports of Treas.	—	2,052,075	5,012,003	16,181	—	—	2,052,075	5,012,003	16,181	—
Grand total of net imports	1,369,967	2,155,875	2,866,239	2,519,987	1,685,432	1,377,077	2,096,207	2,845,213	2,519,050	1,366,563

* Net exports.

SHIPPING TRADE OF BENGAL.

Table showing number and tonnage of **Vessels** including **Native Crafts, entered and cleared** with **cargoes and in ballast, from and to Foreign Countries at the Ports of the Presidency of Bengal during five years from 1906-1907 to 1915-1916.**

STEAMERS.

YEAR.	ENTERED.					CLEARED.				
	With cargoes.		In ballast.		TOTAL.	With cargoes.		In ballast.		TOTAL.
	No.	Tons.	No.	Tons.	Tons.	No.	Tons.	No.	Tons.	Tons.
1906-07 ...	367	1,684,740	224	560,226	2,044,966	369	1,681,694	18	35,145	1,716,839
1907-08 ...	352	1,941,412	230	574,223	2,515,635	311	1,450,977	39	46,921	1,500,898
1908-09 ...	318	967,427	177	448,268	1,415,695	336	1,558,570	32	53,205	1,611,775
1909-10 ...	330	1,016,331	215	564,971	1,581,302	382	1,603,800	19	25,404	1,629,204
1910-11 ...	420	1,254,296	320	835,317	2,089,613	414	1,748,440	21	52,209	1,800,649
1911-12 ...	405	1,244,018	351	907,937	2,151,955	709	2,030,263	38	106,696	2,136,959
1912-13 ...	386	1,205,074	329	876,531	2,081,605	665	1,931,036	41	112,708	2,043,744
1913-14 ...	436	1,338,163	246	630,979	1,969,142	692	1,812,568	56	173,458	1,986,026
1914-15 ...	310	974,735	191	504,966	1,479,701	497	1,472,737	64	204,730	1,677,467
1915-16 ...	315	931,124	202	527,903	1,459,027	567	1,633,881	47	130,506	1,764,387

SAILING VESSELS.

YEAR.	ENTERED.					CLEARED.				
	With cargoes.		In ballast.		TOTAL.	With cargoes.		In ballast.		TOTAL.
	No.	Tons.	No.	Tons.	Tons.	No.	Tons.	No.	Tons.	Tons.
1906-07 ...	19	14,782	—	—	14,782	19	14,782	1	1,685	16,467
1907-08 ...	8	2,633	1	124	2,757	15	9,372	—	—	9,372
1908-09 ...	8	2,505	—	—	2,505	9	3,492	—	—	3,492
1909-10 ...	9	1,164	1	188	1,352	10	1,316	—	—	1,316
1910-11 ...	7	980	—	—	980	7	910	—	—	910
1911-12 ...	6	870	1	140	1,010	6	888	—	—	888
1912-13 ...	8	4,611	—	—	4,611	6	863	—	—	863
1913-14 ...	3	435	3	454	889	3	435	—	—	435
1914-15 ...	4	550	—	—	550	4	585	—	—	585
1915-16 ...	5	608	2	309	917	7	1,067	—	—	1,067

SHIPPING TRADE OF CALCUTTA.

Table showing number and tonnage of Vessels, including Native Crafts, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the Port of Calcutta during ten years from 1906-07 to 1915-16.

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.
1906-07...	367	1,074,468	223	556,816	590	1,631,284	381	1,601,206	18	35,145	399	1,636,351
1907-08...	332	1,041,412	230	574,223	562	1,615,635	268	1,435,897	20	46,922	288	1,482,819
1908-09...	311	919,016	163	416,375	474	1,335,391	311	1,409,906	32	85,464	343	1,495,370
1909-10...	322	998,890	269	550,269	591	1,549,159	330	1,630,311	19	33,293	349	1,663,604
1910-11...	418	1,240,990	317	809,662	735	2,050,652	501	1,690,192	20	61,536	521	1,751,728
1911-12...	392	1,208,637	343	884,834	735	2,093,471	683	1,964,843	32	89,182	715	2,054,025
1912-13...	374	1,176,373	312	882,603	686	2,058,976	641	1,884,003	41	112,768	682	1,996,771
1913-14...	414	1,288,666	242	618,554	656	1,907,220	579	1,747,663	56	178,485	635	1,926,148
1914-15...	392	1,077,344	188	490,343	580	1,567,687	488	1,448,340	64	204,730	552	1,653,070
1915-16...	394	1,199,928	199	520,267	593	1,720,195	556	1,603,670	44	129,419	600	1,733,089

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.
1906-07...	10	14,783	...	...	10	14,783	10	11,730	...	...	10	12,416
1907-08...	8	2,633	1	124	9	2,757	15	9,372	...	...	15	9,372
1908-09...	8	5,003	...	...	8	5,003	9	2,462	...	...	9	2,462
1909-10...	7	860	1	168	8	1,028	10	1,316	...	...	10	1,316
1910-11...	7	989	...	...	7	989	7	910	...	...	7	910
1911-12...	6	876	...	...	6	876	6	888	...	...	6	888
1912-13...	8	4,611	...	...	8	4,611	6	863	...	...	6	863
1913-14...	3	435	1	174	4	609	3	435	...	...	3	435
1914-15...	4	550	...	...	4	550	4	583	...	...	4	583
1915-16...	5	698	2	300	7	1,007	8	1,229	...	...	8	1,229

AVERAGE PRICES OF STAPLE TRADE COMMODITIES.

RICE.		WHEAT.		LARD.		TEA.		SUGAR.		COFFEE.		CLOTH.		COTTON.		HIDE.		TALLOW.		GLASS.		IRON.		COPPER.		ZINC.		LEAD.		SILVER.		GOLD.		DIAMOND.		JEWELRY.		WATCHES.		CLOCKWORK.		ELECTRIC.		MACHINERY.		FURNITURE.		CARRIAGES.		BUILDINGS.		LAND.		WATER.		AIR.		SEA.		RIVER.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.		WHARF.		STATION.		HARBOUR.		PORT.		CANAL.		RAIL.		ROAD.		BRIDGE.		TUNNEL.		PIER.		DOCK.	
-------	--	--------	--	-------	--	------	--	--------	--	---------	--	--------	--	---------	--	-------	--	---------	--	--------	--	-------	--	---------	--	-------	--	-------	--	---------	--	-------	--	----------	--	----------	--	----------	--	------------	--	-----------	--	------------	--	------------	--	------------	--	------------	--	-------	--	--------	--	------	--	------	--	--------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--	--------	--	----------	--	----------	--	-------	--	--------	--	-------	--	-------	--	---------	--	---------	--	-------	--	-------	--

Second-half of each year.

246

N.B.—Return discontinued where left blank

* Common Mason, Carpenter or Blacksmith.

247

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign Countries in each of the official years 1913-14, 1914-15 and 1915-16.

[illegible]

IMPORTS INTO BENGAL.
FOREIGN TRADE.

[illegible]

[illegible][illegible]

FOREIGN MERCHANDISE.

[illegible]

MANAGEMENT MISCHANDISE

ARTICLES.	Quantities.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Tea and Yarn—						
Tea, and all other grades.						
<i>Assam</i>	13,650	17,322	24,005	11,180	15,000	30,485
<i>Nilgiri</i>	5,372	5,372	5,372	1,161	1,694	3,807
<i>Others</i>	1,291	241	241	16,855	18,245	38,762
Yarn, 24 to 30	2,688	2,688	2,688	58,249	58,249	58,249
Yarn, 30 to 36	1,000	1,000	1,000	10,000	10,000	10,000
Yarn, 36 to 48	311	311	311	7,015	7,015	7,015
Yarn, 48 to 60	62,799	7,665	65,720	1,181,263	1,181,263	1,181,263
Yarn, 60 to 72	1,000	1,000	1,000	10,000	10,000	10,000
Unwoven cotton and yarn.						
<i>Unwoven cotton</i>	506.37	536.63	155.12	5,673.26	5,224.27	4,057.78
Manufactures—						
Free goods.						
<i>Handkerchiefs</i>	2,057,711	3,411,222	1,242,592	6,126,276	8,772,047	3,407,720
<i>Undergarments</i>	70,298,873	71,747,111	60,781,235	1,047,435	1,127,225	984,289
<i>Shirts, collared, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, collared, military</i>	4,912,500	2,921,711	7,771,271	1,600	1,600	2,500
<i>Shirts, collared, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked</i>	31,340,341	31,340,341	37,149,009	5,712,81	5,712,81	5,712,81
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, military</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, other</i>	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500	1,612,500
<i>Shirts, open-necked, service and reserves</i>	1,612,500	1,612,500	1,6			

* Separate figures not available prior to 1914-15.

		FOREIGN MERCHANTS.			
ARTICLES.		Quantity.		Value in Rupees.	
		1912-13.	1911-12.	1912-13.	1911-12.
Jute.					
Twist and yarn	...	19,416	7,413	14,800	6,509
Manufacture of	...	812	19	102	2
Woolen	...	1,011	1,011	1,011	1,011
Stump-cloth	...	32,279	43,533	19,818	26,073
Woolen	...	1,011	1,011	1,011	1,011
Rope and twine	...	...	...	...	...
Other kinds	...	...	...	...	...
Silk.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Wool.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-moos	...	...	...	...	...
Per-moos and wares	...	...	...	...	...
Goods of Silk mixed with other	...	...	...	...	...
Other sorts	...	...	...	...	...
Woolen.					
Manufacture of	...	...	...	...	...
Per-m					

[illegible]

[illegible][illegible]

EXPORTS FROM BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Sugar—						
Sugar, 16 Dutch standard and above .. cwt.	180	402	2,086	2,216	5,222	48,63
Sugar, 15 Dutch standard and below .. "	120	23	8	608	163	4
Confectionery .. "	...	1	...	...	70	...
Tea—						
Black .. lbs.	205,374,203	274,401,324	301,273,587	13,35,89,816	13,82,29,114	17,8,4,32
Green .. "	32,800	185,224	127,049	21,219	80,922	82,53
Waste .. "	2,013,196	2,060,631	3,635,121	2,41,671	2,68,772	3,98,36
Metals and Manufactures of—						
Hardware and Cutlery (including plated-wares) .. "	...	...	...	2,79,072	53,867	76,64
Metal & Ore—						
Brass Bronze and similar amalgams—						
Unwrought .. cwt.	...	...	...	...	632	...
Wrought .. "	778	713	148	56,061	52,428	88,53
Chromite Chrome (iron ore) .. tons	...	24	843	...	628	23,70
Copper—						
Ore .. "	500	359	...	38,906	70,328	...
Ore for re-manufacture .. cwt.	4	...	...	238	...	...
Wrought—						
Sheets and other manufactures .. "	841	640	418	70,781	51,403	37,367
Iron or Steel—						
Ore .. tons	1,262	1	...	20,631	37	...
Ore for re-manufacture .. "	1,415	298	...	56,057	10,560	2,489
Pig .. "	82,082	32,054	71,368	42,36,359	27,39,139	37,45,91
Manufactures—						
Angle bolts and rods .. "	1	8	64	102	1,763	2,387
Anchor and cables .. "	3	20	3	353	5,967	2,669
Hoop and straps .. "	...	...	...	...	1,300	321
Nails, screws, rivets and washers .. "	81	7	2	8,047	22	60,383
Bars and Channel .. "	...	...	...	...	1,070	46
Pipes and fittings .. "	7	...	...	...	1,800	6,067
Sheets and plates (including galvanised and tinned plates) .. "	27	5	35	3,777	1,800	6,067
Other manufactures of iron, or steel .. "	1	74	412	370	8,413	50,784
Lead, Pig .. cwt.	1,192	169	...	36	9,450	1,900
Lead, other sorts .. cwt.	74,572	61,654	77,648	14,77,438	11,65,786	16,77,546
Manganese Ore .. tons	...	...	...	...	...	...
Tin—						
Unwrought (blocks, ingots, bars and shab) cwt.	...	...	...	...	...	...

EXPORTS FROM BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Tin—						
Wrought (including plates or sheets not being tinned iron) .. cwt.	...	...	...	2,542	1,207	51,690
Volfram Ore .. tons	928	415	158	4,298	3,174	49,753
Zinc or spelter all sorts .. cwt.	614	397	1,958	1,750	590	100
Metals, unenumerated .. "	99	44	1	2,293	22,720	860
Ores (unenumerated) .. tons	58	2,407	...	10,876	3,062	1,539
Machinery & Mill-work of all kinds .. "	...	...	...	...	...	...
Railway Plant and Rolling-stock .. "	...	...	...	...	...	...
Materials for construction (including sleepers of wood) .. cwt.	4,100	...	...	29,481	2,000	36,325
Other sorts .. "	...	...	...	...	...	...
Chemicals and chemical preparations (excluding chemical manures and medicines) .. cwt.	64	103	2,245	364	792	31,589
Alum .. "	85	192	117	2,425	4,355	3,385
Arsenic .. "	...	...	...	...	...	...
Soda compounds .. "	4,034	4,213	6,031	72,220	86,888	1,46,413
Borax .. "	...	...	...	...	...	...
Potassium compounds—						
Sulphate .. "	262,542	319,520	320,001	29,94,180	41,40,762	57,88,643
Other sorts .. "	...	...	...	47,029	60,747	1,59,611
Drugs and medicines, &c.—						
Alses .. cwt.	2	1	2	60	30	70
Andosia .. "	7	17	...	808	51,913	89,479
Nuxvomica .. "	6,476	7,044	9,808	34,120	39,75,910	27,91,515
Opium .. "	13,421	3,433	2,451	5,61,372	5,59,011	7,49,774
Other sorts .. "	...	...	...	...	3,04,314	4,94,292
Tobacco .. "	4,013,705	2,530,383	6,303,638	6,047	15,815	6,187
Manufactured—						
Cloves .. "	11,497	4,652	6,847	2,800	2,753	2,749
Cigarettes .. "	323	3,163	696	60,979	40,407	49,765
Other sorts .. "	335,730	337,969	410,891	...	...	...
Dyeing and Tanning Materials—						
Cutch & Gambier .. cwt.	3,200	1,179	1,170	49,265	20,669	24,847
Indigo .. "	8,728	9,897	13,147	17,74,780	69,44,399	87,30,537
Myrobollams .. "	470,004	379,363	606,845	26,82,852	19,67,274	28,15,574
Safflower .. "	3,063	3,867	5,255	50,494	41,975	54,536
Turmeric .. "	15,354	5,831	7,141	1,06,981	54,108	82,584
Other sorts (including hedges) .. "	2,644	114	585	13,712	5,196	2,964

Indian Produce and Manufactures.							
ARTICLES.	Quantity.			Value in Rupees.			
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.	
Oils—							
Animal	gals.		13			3	
Peanut (other sorts)		1,657	761	2,838.90	11,442	30.25	
Mineral—							
Kerosene							
Paraffin Wax	cwts.	18,826	18,005	27,774.64	3,011.28	4,384.34	
Other kinds		598	797	769	769	769	
Vegetable, non essential							
Castor	gals.	891,390	891,213	10,455,177	12,230,825	11,883,864	
Other kinds		28,445	23,778	30,402	40,678	59,471	
Groundnut		41,119	10,011	7,424	8,276	10,986	
Mustard		97,288	128,305	2,258.90	4,107.65	7,061.61	
Mustard or rapa		368,337	402,436	4,597.07	7,003.73	7,942.94	
Mustard, generally		911	1,478	1,918	1,918	1,918	
Other sorts			2,756		1,947	1,674.81	
Oil cakes—							
Castor cake	cwts.		133		930		
Coconut cake				1,791			
Coconut cake		674,472		1,000		5,311	
Groundnut cake		1,066,147	469,475	20,750.60	17,871.14	14,747.65	
Mustard and oil cakes		73,945	118,063	900.99	4,893.78	3,493.04	
Others							
Brickles	2,817	2,717	786	91,170.50	8,599.78	10,678.75	
Castor and Rattans	885	946	1,040	9,272	11,726	12,615	
Rubber—							
Manufactures	cwts.	474	123	31	81,182	17,765	20,675
Coal							
Coke	tons	721,139	592,274	863,303	68,848.96	52,405.36	
Coal		1,583	1,767	1,301	4,917	20,957	
Unmanufactured	cwts.	586	226	941	4,518	27,127	
Manufactured (ex rope)		2,632	1,571	500	10,621	28,863	
Coral	lbs.	1,267				14,236	
Capak		359,050	390,645	20,972,872	14,041,193	14,236,000	
Peacock		6,909	7,822		21,192	20,098	
Flex, raw		7,118			11,305		
Feeder, bar, and pallars (excluding Oilcaks)							
Bam and pollard	tons	1,295	1,092	2,883	91,469	1,24,000	
Other kinds		167,043	96,713	48,177	4,965,074	2,19,039	
Gums and Resins—							
Arabic							
Benjamin		140	28	637	487	1,162	
Other kinds		77	28	4	1,347	3,236	
Other sorts		75	54	510	9,828	14,666	
Hemp	cwts.	429,440	313,425	297,665	56,401.79	62,761.49	
Manufactures (excluding rope)					1,022	5,692	
Hides and Skins, raw—							
Hides, raw							
Buffalo	cwts.	284,720	106,061	191,967	104,275,505	101,714,401	
Other kinds		939,602	200,492	1,301,603	70,425,049	78,305,432	
Calf skins		23,500	20,000	1,891,075	16,255,595	16,255,595	

ARTICLES.		Quantity.			Value in Rupees.		
		1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
	
Hides, raw—	...	250	219	...	21,100	13,000	...
Other hides	...	...	...	...	...	...	...
Skins—	...	295,256	170,201	100,682	1,62,070	1,12,49,222	1,22,07,861
Other skins	...	205,242	2,962	4,401	1,63,251	1,02,623	5,19,838
Sheep skins	...	...	...	109	...	...	...
Other skins	...	...	...	...	...	...	...
Cuttings of hides and skins raw	...	26,242	15,169	14,805	3,14,118	1,88,735	1,26,504
Horns, Tips and pieces of Horn and Horn-ware	...	26,013	10,070	7,622	5,62,541	3,14,682	2,26,205
Leather—	...	...	...	...	...	...	...
Hides, tanned or dressed—	...	...	...	...	...	...	...
Buffalo	...	...	...	143	...	840	13,200
Other hides	...	12	8	1	1,325	840	...
Skins dressed or tanned	...	...	...	...	...	...	4,500
Gut	...	130	1,119	73	17,834	2,93,889	...
Unworked	...	...	...	...	...	...	...
Other skins	...	218	209	130	92,087	62,512	46,700
Manufacture (excluding boots and shoes)	...	...	...	...	...	...	...
Saddlery and harness	...	...	...	...	5,740	5,778	2,000
Other sorts	...	...	...	...	...	...	...
Unmanufactured	...	1,221	437	224	9,092	2,730	420
Leather	...	...	...	...	...	...	...
Java—	...	...	1,810,090	2,700,320	3,327,778	39,01,504	12,76,700
Latex—	...	...	...	...	...	...	...
Raw	...	8,666	10,690	23,691	4,54,010	3,51,700	7,700
Stock	...	1,135	1,000	3,491	50,150	29,040	1,135
Mans—	...	...	...	...	...	...	...
Manes	...	43,337	28,632	37,072	33,193	20,93,479	19,22,193
Other kinds	...	41,313	26,094	27,217	25,51,481	13,64,172	10,58,300
Plants, living including bulbs—	...	...	...	...	...	...	...
Paper making materials	...	...	...	...	...	...	...
Other materials	...	405	1	...	3,340	10	...
Rubber, Name or Chain	...	...	...	...	...	...	...
Grass	...	...	...	...	...	...	...
Rosin—	...	...	...	...	...	...	...
Essential—	...	238	505	870	2,400	6,138	...
Aniseed	...	27,066	32,322	40,683	17,08,996	2,42,033	...
Cardamom	...	...	...	...	...	...	...
Cassia	...	3,221	2,274	2,448	80,175	73,490	...
Do. black	...	1,327	1,097	1,045	16,730	12,802	...
Do. clove	...	78	78	5	11,758	1,425	...
Do. fennel	...	1,040	1,127	892	6	708	418
Do. non-scented	...	...	...	...	...	...	...
Other sorts	...	199,797	62,630	92,307	13,17,035	3,00,727	...
Castor	...	...	...	...	...	...	...
Cupua	...	...	...	...	...	...	...
Do. cocoon	...	...	...	...	...	...	...
Do. ferret	...	...	...	...	...	...	...

EXPORTS FROM BENGAL.

FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Seeds—(contd.)						
Non-cereals—						
Linnseed ... cwt.	4,009,945	4,141,849	1,074,177	3,132,88,842	3,34,71,412	42,51,002
Mowra or Mowra ...	5,346	8,021	7	41,053	72,770	139
Mustard ...	1,023	1,171	1,880	10,017	11,664	16,848
Niger ...	261	263	263	2,566	2,566	2,566
Peanut ...	32,473	34,691	2,034	3,92,580	3,76,711	22,726
Rape ...	157,163	110,657	188	11,22,780	9,24,814	1,061
Til or gingelly ...	42,388	10,252	2,657	4,03,725	38,341	16,390
Ground-nut ...	94	1,730	605	767	11,708	4,941
Cotton ...	11,859	4,960	210	34,108	10,291	1,121
Tea ...	7,614	4,269	2,696	9,98,610	5,36,190	4,52,616
Other sorts ...	21	7	20	1,156	45	342
Other than oil seeds ...	6,736	2,072	133	92,817	14,476	1,892
Shells and Corvies ...	437	...	...	8,830	...	...
Corvies ... cwt.	392	1	...	1,843	...	...
Shells (all sorts) ...	...	...	...	...	66	30
Silk—						
Raw ... lbs.	22,961	28,900	23,827	4,65,055	2,60,720	2,06,400
Chusam or waste ...	442,888	581,365	367,040	3,62,513	1,81,408	2,72,745
Coconuts ...	27,427	30,246	5,710	41,740	36,108	7,000
Wild silk, tasar, mungrie and others—						
Raw ... lbs.	...	2	...	40	...	...
Chusam or Waste ...	1,792	896	700	1,300	707	622
Coconuts ...	46,444	30,240	20,800	40,460	20,800	...
Manufactures—						
Raw ...	182,807	93,550	104,018	1,86,090	93,308	1,12,196
Goods of silk mixed with other materials ...	...	3,610	175	2,864	3,650	74
Other sorts ...	...	100	402	...	312	60
Specimens Illustrative of Natural Science—						
Stones & Marble ...	14,328	...	219	80,454	2,65,020	0,643
Tallow & stearine (including grease, etc.) ...	102	35	121	2,780	667	3,380
Wax of all kinds other than paraffin wax, (excluding candles) ...	5,771	3,331	3,365	5,27,594	3,49,322	2,99,189
Wood and Timber ...	99	98	120	17,019	20,014	34,944
Teak Wood ... c.tons	1,150	32	64	1,55,142	2,536	7,547
Other timber ...	...	...	...	...	...	...
Firewood ...	100	...	...	...	...	...
Ornamental—						
Scandal ...	...	...	...	62,621	16,500	33,827
Other kinds ...	...	...	...	...	...	...
Manufactures of wood or other than furniture & cabinetwork ...	...	...	...	63,121	88,768	25,557
Wood—						
Raw ... lbs.	1,008	32,704	302,562	520	6,130	2,62,125
Manufactures ...	...	...	...	...	...	...
Piece-goods ... yds.	241	2,384	200	503	1,434	1,109
Carpet ... No.	4,691	2,778	1,271	26,528	10,095	7,459
Carpet and Rugs ...	948,262	495,630	827,078	12,77,473	6,00,309	10,30,013
Other sorts ...	6,736	7,006	14,028	11,041	20,324	14,801

EXPORTS FROM BENGAL.

FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Articles manufactured and partly manufactured						
Cotton—						
Twist and yarn ... lbs.	6,465,229	1,901,780	1,561,620	31,15,036	8,20,037	5,65,217
Piece-goods—						
Grey (unbleached) ... yds.	111,202	8,896	12,814	30,937	2,017	4,373
White (bleached) ...	190,498	30,536	40,882	88,874	26,009	10,215
Coloured, printed or dyed ... yds.	163,671	170,950	141,420	55,044	61,017	57,143
Handkerchiefs and Shaws in the piece ...	7,898	5,885	60,500	9,925	10,767	10,035
Thread, sewing ... lbs.	3,254	1,520	3,375	2,068	1,071	4,811
Other sorts ...	21,856	12,980	27,478	14,815	10,146	27,628
Flax—						
Manufactures ... yds.	...	...	...	...	...	...
Canvas ...	...	...	...	1,072	4,694	5,698
Rugs and Sacks ... No.	980	2,342	6,231	17,903	8,697	1,632
Other sorts ...	5,128	10,948	...	...	...	4,900
Jute—						
Manufactures—						
Gunny-bags ... No.	267,169,645	206,232,517	702,733,169	12,45,503	12,65,84,370	30,25,496
Twine and twine ...	1,069,663,617	1,056,000,335	1,181,431,478	15,26,26,754	15,10,25,225	15,26,97,718
Rope and twine ...	80,655	62,128	72,846	11,00,721	12,77,592	12,77,592
Other kinds ...	155,480	60,741	817,393	20,227	12,710	1,64,467
Other kinds ...	401	900	1,575	9,450	8,205	32,431
Apparel (including drapery, uniforms and accessories, but excluding boots and shoes) ...						
Boots and shoes ...	19,600	6,748	5,823	20,667	21,380	15,238
Blanketing and military Other Articles—						
Arms, Ammunition and military stores ...	...	...	...	22,413	21,110	5,179
Art, works of	...	...	...	...	...	...
Books and printed matter (including maps and charts) ...	288	255	303	43,705	30,487	64,985
Building and Engineering Materials—						
Bricks ... No.	15,020	7,371	37,437	1,246	777	4,175
Tiles ...	...	...	...	548	3,984	...
Chalk and Lime ...	2,720	2,431	6,660	78,629	40,616	20,727
Earthenware, piping ...	24,431	1,459	646	3,710	2,653	1,588
Other kinds ...	1,360	1,459	646	3,710	2,653	1,588
Furniture and Cabinetwork ...	...	...	...	11,767	15,431	11,829
Cauldres of all kinds. No.	40,320	40,394	71,120	14,479	12,442	7,675
Cauldres and carts (excluding railway carriages) ...	...	...	...	5,610	...	...
Ways carriages ... No.	...	...	...	2,295	125	...
Parts of carriages and carts ...	...	...	...	...	...	...
Carriage and Rope of Vegetable Fibre (excluding and cotton) ...	28,600	35,650	6,92,021	6,18,880	7,20,280	...

EXPORTS FROM BENGAL.

FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Earthenware and Porcelain (excluding earthenware piping)...	...	...	...	5,749	10,721	9,822
Glass & glassware ...	...	...	...	1,572	8,938	5,811
Instruments, Apparatus, &c.—	...	...	...	...	...	...
Musical ...	...	...	...	51,005	57,883	67,450
Other kinds ...	...	...	...	6,750	875	1,600
Jewellery and plate of Gold and Silver, etc.—	...	...	...	...	...	...
Jewellery ...	...	...	...	22,948	14,900	16,939
Plate of gold and silver ...	...	...	...	800	...	3,000
Precious stones and pearls unset	...	...	...	...	...	...
Lac—	...	...	...	...	...	...
Bastion ... cwt.	21,897	25,502	12,072	13,03,207	12,45,435	5,70,390
Shell ...	278,801	337,062	358,620	1,60,03,410	1,40,40,169	1,54,71,358
Other kinds (excluding lac) ...	23,453	19,013	17,401	4,34,632	2,05,103	1,96,903
Lacquered-ware (Indian Manufactures) ...	...	...	...	...	...	...
Mats and Matting sp. yds.	41,302	66,171	66,462	14,033	15,622	10,764
Paints and Painters' Materials—	...	...	...	...	...	...
Greasy ... cwt.	...	...	...	...	...	...
Other sorts ...	300	204	4,042	24,190	15,457	72,436
Painters' Materials ...	...	...	...	167	30	6,969
Paper and Pasteboard—	...	...	...	...	...	...
Printing paper ... cwt.	73	242	318	1,532	5,068	6,609
Other kinds of paper (including paper manufactures) ... cwt.	2	18	52	212	549	1,778
Pasteboard, Millboard and Cardboard of all kinds... cwt.	...	...	...	...	...	...
Stationery (excluding paper) ...	...	...	...	76	345	2,725
Stationery (excluding paper) ...	...	...	...	...	...	...
Perfumery—	...	...	...	...	...	...
Musk ... oz.	...	...	...	6	...	10
Other sorts ...	...	...	...	62,831	36,079	40,422
Printing and Litho Materials ...	...	...	...	1,194	1,417	1,169
Ships, parts of (including launch-cases and boats) ... cwt.	...	...	...	...	...	...
Soap ...	88	430	364	46,180	2,261	2,841
Toys and requisites for games ...	...	...	...	...	...	...
Umbrellas ... Nos.	13,457	4,441	15,408	37,045	24,881	11,369
Articles exported by post ...	...	...	...	10,10,500	6,08,940	7,14,265
All other Articles of Manufactures—	...	...	...	...	...	...
Manufactured ...	...	...	...	1,06,733	42,041	20,327
Unmanufactured ...	...	...	...	6,34,320	5,62,923	4,54,169
Grand Total value of Exports...	...	...	...	1,01,41,09,212	73,03,12,500	50,97,45,310

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise from Indian Ports into Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Foreign Merchandise.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Apparel	...	...	...	1,14,880	12,701	22,136
Bearings and carls (excluding Railway carriages) and parts thereof ...	...	...	...	...	...	1,16,069
Cotton—	...	...	...	...	...	...
Cotton (raw) ... cwt.	...	...	...	...	...	...
Twist and yarn ... lbs.	36,218	148,726	242,600	27,938	75,321	88,101
Manufactures—	...	...	...	...	...	...
Free goods ... yds.	66,582	150,830	84,206	17,010	31,336	15,321
Grey (unbleached) ...	38,900	35,431	178,500	7,387	6,448	38,119
Coloured, printed or dyed ...	303,300	220,367	471,001	88,181	54,072	1,64,353
Hosiery, knitted and Shawls in the piece ... No.	6,780	...	...	3,061	16,900	14,411
Other sorts of manufactures...	...	...	...	...	...	...
Drugs & Medicines (excluding chemicals & narcotics)	...	...	...	23,265	45,022	1,00,969
Tobacco (manufactured) lbs. unmanufactured ...	6,902	4,414	25,888	14,748	8,306	97,214
Dyeing and Tanning Materials—	...	...	...	...	...	...
Alizarine dyes ... lbs.	22,300	2,248	...	10,555	1,375	8,164
Aniline dyes ...	78,946	25,469	1,322	61,808	17,756	15,437
Other sorts ... cwt.	407	92	113	9,400	5,467	...
Flax—	...	...	...	...	...	...
Manufactures ...	...	...	...	...	1,674	1,634
Hosiery and Military ...	...	...	...	1,54,188	1,02,906	2,01,931
Hardware	...	...	...	...	...	...
Instruments, apparatus and appliances and parts thereof ...	...	...	...	97,009	1,04,200	82,730
Machinery and Millwork ...	...	...	...	1,15,376	89,297	35,616
Metals and Ores—	...	...	...	...	...	...
Brass, Bronze and similar alloys—	...	...	...	...	...	...
Unwrought ... cwt.	3,761	4,234	3,303	1,59,435	1,81,548	1,39,010
Wrought ...	...	...	...	...	...	...
Copper—	...	...	...	...	...	...
Old, for re-manufacture cwt.	294	553	3,337	16,168	27,804	1,02,923
Unwrought ...	...	...	...	...	...	...
Wrought ...	21	140	2,255	1,658	7,140	1,50,106
Iron or Steel—	...	...	...	...	...	...
Fig ... tons	...	...	...	...	...	1,700
Manufactures—	...	...	...	...	...	...
Old, for re-manufacture tons.	65	21	97	5,530	1,065	4,360
Anders, cables and knotting ...	...	...	...	...	...	...
Bars and Channel ...	...	...	...	...	...	...
Grand Total value of Imports...	...	...	...	1,01,41,09,212	73,03,12,500	50,97,45,310

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise from Indian Ports into Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Foreign Merchandise.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Manufactures—						
Nails, screws, rivets and washers ... tons	...	...	121	22,330	1,675	67,412
Sheets and plates ... "	247	11	12	...	...	349
Other manufactures of iron or steel ... "	32	117	1,141	7,197	18,851	1,10,269
Lead ... cwt.	10,531	83,118	36,338	2,681,448	4,86,671	5,96,732
Tin ... "	1,147	1,126	1,068	1,72,223	1,42,073	2,34,632
Zinc or spelter ... "	3,367	5,548	5,941	96,576	1,13,339	1,97,306
Metals, unmanufactured ... "	203	170	355	22,305	14,272	9,280
Provisions and Oilmen's stores—						
Fruits and vegetables, fresh	...	...	...	15,019	12,063	...
Dates ... cwt.	36,694	13,673	26,129	4,69,286	1,71,025	4,18,789
Other sorts ... "	7,685	4,169	3,658	2,91,472	1,72,671	2,67,974
Other sorts of provisions ... "	496	221	1,854	11,853	12,656	73,300
Railway plant and rolling-stock ... "	...	...	...	27,675	1,800	1,31,281
Shells and corals ... "	...	...	...	4,577	25,675	43,532
Spices—						
Clives ... lbs.	1,141,693	722,202	1,303,377	5,12,897	2,92,295	6,03,395
Other sorts ... "	...	...	...	3,999	1,626	2,425
Sugar (refined) ... cwt.	16,471	1,771	2,353	1,70,492	11,664	40,569
Wool—						
Manufactures—						
Wool-goods ... yds.	...	...	173,182	...	...	2,34,465
Other sorts ... "	...	...	...	...	803	4,711
All other articles of merchandise—						
Unmanufactured ... "	...	...	...	22,482	47,393	1,73,037
Manufactured ... "	...	...	...	3,50,976	3,08,408	3,08,390
Total Merchandise ...	...	...	...	34,03,964	27,54,182	20,65,627

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Candles of all kinds ... lbs.	1,788,880	1,779,400	1,537,375	4,46,774	4,52,254	3,94,315
Chemicals and chemical preparations (excluding chemical minerals and medicines) ... "	...	...	...	83,627	47,639	20,321
Oil—						
Unmanufactured ... cwt.	970	1,474	489	8,337	22,481	3,892
Manufactures of (excluding rope) ... "	147,657	121,236	162,169	21,86,849	18,11,672	13,42,167
Cans and rope of vegetable fibre (coir rope) ... cwt.	5,182	2,974	2,308	74,778	56,814	29,353
Cotton—						
Raw ... cwt.	181,556	185,368	121,857	55,82,537	40,25,058	27,32,089
Twist and yarn ... lbs.	12,066,447	6,129,346	3,757,787	62,96,444	20,59,066	10,92,979
Manufactures—						
Wool-goods—						
Grey (unbleached) ... yds.	26,464,839	7,683,737	1,233,456	68,09,371	17,07,200	2,31,251
White (bleached) ... "	487,814	391,393	172,436	1,65,359	63,666	17,431
Coloured, printed or dyed ... "	883,066	918,346	543,076	2,73,684	1,72,250	1,85,238
Handkerchiefs and towels ... No.	2,800	...	...	2,800	...	...
Shawls in the piece ... "	...	...	...	54,741	18,303	12,202
Other sorts of manufactures	...	...	...	...	...	...
Drugs, Medicines and Narcotics (excluding chemicals)—						
Drugs and Medicines (excluding chemicals and narcotics)	...	...	...	1,59,044	1,16,290	1,40,198
Tobacco—						
Unmanufactured ... lbs.	141,956	795,948	533,276	1,29,089	78,618	60,049
Cigars ... "	79,822	72,245	62,051	1,33,166	1,42,272	1,31,101
Cigarettes ... "	...	7,979	3,820	5,364	8,818	4,869
Other sorts ... "	64,674	109,050	25,009	21,589	11,079	...
Dyeing and Tanning Materials—						
Indigo ... cwt.	70,161	21,108	18,776	5,60,100	6,05,422	5,32,640
Turmeric ... "	74,038	53,105	23,096	7,91,397	5,26,841	3,80,770
Other sorts (including lac-dye) ... "	5,948	1,225	2,125	37,718	18,832	17,630
Fruits and Vegetables—						
Coconuts ... No.	1,337,706	1,591,454	1,076,801	85,563	62,167	72,190
Coconut kernel or copra ... "	6,369	2,018	1,281	96,577	1,15,086	20,692
Other sorts ... "	...	...	...	20,700	1,10,008	5,80,274
Vegetables, fresh of all kinds	...	...	...	8,45,492	4,16,225	...
Grapes and Pulses—						
Grapes ... cwt.	92,647	14,728	8,438	67,588	88,375	22,255
Pulses ... lbs.	2,752,032	1,911,317	2,180,824	73,87,492	61,63,494	67,68,011
Rice in the husk (paddy) ... "	5,766,776	10,315,909	8,992,889	2,81,47,269	91,11,570	4,19,45,573
Rice, not in the husk ... "	28,441	36,767	27,921	2,06,469	1,85,201	2,54,936
Pulses ... "	218,492	172	...	12,98,283	1,178	...
Wheat ... "	125,380	109,925	14,005	6,25,003	4,10,521	3,33,309
Other sorts ... "	13,280	11,445	...	1,92,807	2,16,870	2,58,205
Grains and pulses	...	...	...	...	...	...
Hardware and Cutlery (including agricultural implements and plated-ware) ...	...	...	...	5,12,490	3,12,862	1,23,182

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Hides and Skins—						
Hides, raw ... cwt.	7,000	5,250	3,273	4,53,757	2,70,897	1,71,30
Do. dressed or tanned ...	...	...	...	...	...	...
Skins, raw ...	153	480	22	0,483	34,366	2,89
Do. dressed or tanned ...	...	...	...	...	...	...
Jute—						
Raw ... tons.	8,344	8,082	7,308	20,00,205	10,90,315	9,30,29
Manufactures ...	...	...	...	22,065	36,684	6,68
Lace—						
Stick ... cwt.	4,379	1,493	10,610	1,18,027	33,645	3,14,05
Other kinds (except lac-dye) ...	15	...	17	500	...	10
Liquors—						
Ale, Beer & Portlar ... gals.	...	253	537	...	388	1,18
Other sorts ...	8,300	4,510	1,704	9,750	68,301	19,00
Metals—						
Brass Bronze and similar amalgams—						
Unwrought ... cwt.	108	18	...	4,685	729	...
Wrought ...	4,475	2,456	...	1,86,133	1,04,707	2,08
Copper—						
Wrought ...	170	307	94	68,810	21,105	120
Iron—						
Wrought ... tons.	17	1	36	2,005	125	19,03
Other sorts ...	17	5	...	1,083	249	20
Tin—						
Unwrought (black) ... cwt.	324	491	388	33,123	60,031	51,80
Unwrought ...	11,388	490	69	1,03,030	947	13,89
Zinc—						
Essential ... gals.	459	15,165	14,875	7,475	14,400	16,01
Miscellaneous ...	...	...	...	16,420	8,450	4,83
Kerosene ...	49,532,243	40,928,502	47,775,027	7,21,14,106	1,02,16,420	1,07,77,43
Lubricating ...	...	685,057	897,087	...	4,39,474	5,64,10
Petrol ...	...	658,053	1,025,232	...	3,61,369	5,80,20
Other kinds ...	4,781,162	3,040,317	4,168,378	26,32,959	10,88,001	23,08,10
Vegetable, not essential—						
Castor ... gals.	...	1,161	905	...	1,400	489
Cottonseed ...	1,653,153	896,212	377,228	26,04,067	21,02,209	8,32,58
Linsed ...	...	60	4,000	...	4,250	...
Crownal ...	253,386	81,220	53,204	4,42,076	1,45,068	76,22
Mustard or rape ...	...	103	1,514	...	236	5,70
Til or gubily ...	292	345	...	633	648	...
Other sorts ...	9,038	6,970	1,294	7,463	9,171	1,83
Paraffin wax ... cwt.	2,122	246	182	48,000	5,435	4,50
Provisions—						
Butter ... lbs.	168	...	...	...	...	412
Fish, shaws and short fish cuts.	3	20	...	400	2,708	...
Fruits and vegetables, dried, salted or preserved ...	...	1,031	1,306	617	7,770	12,000
Cheese ... lbs.	5,254	784	...	2,506	963	20,81
Chico ... lbs.	129,494	94,532	117,493	65,923	1,801	81,970
Dried fish (salted) ...	...	144	...	72	...	...
Do. (unsalted) ...	8,435	7,400	6,794	88,070	88,002	71,26
Other sorts of provisions ...	1,010	420	...	20,776	14,828	14,64

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Salt ... tons.	21,545	51,148	37,439	13,03,716	14,30,496	9,00,729
Seeds—						
Essential—						
Ajwan ... cwt.	5,937	1,350	...	56,516	12,859	...
Coriander ...	124	...	...	1,78,005	35,551	...
Cummin ...	15,029	4,317	1,125	1,53,415	62,317	11,480
Fennel ...	...	2,049	750	...	7,566	1,940
Peasgreen ...	...	688	168	...	8,503	8,676
Other sorts ...	...	507	...	...	...	...
Vegetable not essential—						
Cotton ... cwt.	11,525	12	...	25,180	84	...
Castor ...	...	12	13,493	...	200	78,094
Linsed ...	...	470	...	8,007	6,738	...
Mustard ...	...	207	...	...	3,282	...
Niger ...	23,276	9,903	2,98,887	1,10,823	67,170	...
Rape ...	1,109	8,433	908	9,936	74,904	...
Til or gubily ...	5,770	840	...	55,272	8,637	...
Groundnut ...	169,996	983,378	410,747	14,02,080	90,52,082	36,10,388
Other sorts ...	1,253	175	...	22,607	21,247	5,235
Spices—						
Total sorts ... lbs.	169,026	109,890	112,454	22,378	38,003	22,702
Cardamoms ...	238,016	240,311	244,444	6,54,210	5,09,325	4,67,231
Ginger ...	...	94,075	29,284	...	6,430	1,904
Pepper ...	6,068,672	2,154,209	187,384	17,05,623	6,03,467	65,809
Chilies ...	1,210,744	2,848,775	100,064	1,00,014	5,49,231	35,122
Other sorts ...	11,460	10,680	22,547	13,908	5,406	4,420
Sugar, 16 Dutch standard and above ... cwt.	91,667	90,192	49,412	10,80,020	8,02,030	8,05,503
Sugar, 15 Dutch standard and below ...	456	3,717	...	2,310	51,848	...
Ten, Black ...	1,123,134	925,860	303,853	229,068	2,86,374	1,83,022
Do. Green ...	...	...	...	...	...	...
Wood and Timber—						
Teak wood ... c. tons.	45,701	39,728	33,388	60,22,901	49,46,292	50,13,435
Other timber ...	37,100	27,113	10,887	31,86,504	26,37,962	19,70,957
Ornamental, all sorts ... tons.	...	...	...	81,252	81,252	...
Manufactures ...	...	...	...	71,111	1,01,155	1,02,016
All other articles—						
Unmanufactured ...	...	...	...	5,41,373	2,84,000	2,51,220
Manufactured ...	...	...	...	3,88,370	3,49,043	3,35,065
Total ...	...	...	...	16,16,14,56	11,28,03,35	9,71,31,105

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported consigned to Indian Ports from Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Foreign Merchandise.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Apparel (including haberdashery, millinery, etc., but excluding hosiery) ... pcs.	...	...	...	7,33,228	2,60,730	2,34,428
Boots and Shoes ... pcs.	3,322	5,500	885	8,817	16,013	3,725
Books and printed matter (including maps and charts) ... cwts.	498	242	344	57,034	54,427	61,311
Carriages and carts (excluding railway carriages and parts thereof) ...	...	...	...	3,06,286	3,06,563	3,06,214
Cotton— Raw ... lbs.	...	...	...	...	105	...
Twist and yarn ...	810,542	601,688	365,435	7,42,917	4,85,513	3,52,613
Manufactures— Piece-goods— Grey (unbleached) ... yds.	7,229,510	5,558,160	5,630,291	13,53,266	9,52,291	10,80,292
White (bleached) ...	1,910,065	847,800	1,344,102	3,11,762	1,56,313	2,22,005
Coloured printed or dyed ...	1,910,238	785,836	1,368,765	3,57,492	88,174	1,12,132
Other sorts of manufactures ...	...	...	...	1,65,341	2,68,729	...
Flax manufactures ...	...	...	...	2,64,116	32,862	74,127
Haberdashery ...	...	...	...	66,008	...	...
Chemicals and chemical preparations (except chemical manures and Medicines) ...	...	...	...	...	1,30,838	...
Drugs and Medicines (excluding Chemicals) and narcotics ...	...	...	...	...	...	...
Tobacco— Manufactured ... lbs.	27,560	29,402	35,400	2,47,770	2,02,549	2,29,698
Glass and Glassware ...	...	...	...	72,077	1,34,775	1,13,992
Hardware and Outfry (including agricultural implements and plating) ...	...	...	...	1,84,708	77,089	1,05,895
Instruments, apparatus and appliances, and parts thereof ...	...	...	...	6,30,850	6,72,800	7,35,422
Liquors— Spirits ... gals.	48,545	25,198	12,102	1,72,088	99,000	90,360
Other sorts of liquors ...	9,172	25,269	7,419	40,307	67,194	36,510
Machinery and Millwork— Steam-engines and parts— Other sorts ...	...	...	...	8,270	2,750	...
Other sorts of machinery ...	...	...	...	2,15,204	1,42,919	1,62,190
Matches ...	183,397	729,783	109,645	1,84,105	1,82,556	1,30,015
Metals and Ores— Brass, Bronze and similar amalgams ... cwts.	352	82	163	11,778	6,500	13,649
Copper ...	2,410	611	590	1,48,482	32,500	42,294
Iron or Steel ...	2,412	2,360	2,645	4,46,376	3,40,017	7,22,523
Lead ...	3,087	740	2,251	53,614	14,108	50,776

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported consigned to Indian Ports from Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Foreign Merchandise.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Metals and Ores—(Contd.) Quicksilver ... lbs.	9,818	5,185	5,050	12,865	7,816	13,210
Tin ... cwts.	301	712	...	25,700	31,045	...
Zinc or spelter ...	1,471	231	1,449	27,700	10,725	91,376
Metals, unenumerated ...	1,044	561	980	54,381	29,056	65,585
Oils— Mineral— Kerosene ... gals.	295,735	152,359	52,850	89,270	69,730	25,794
Other kinds ...	182,082	92,565	97,105	1,03,647	1,52,528	1,06,058
Other sorts of oil ...	3,071	1,005	158	7,241	3,989	860
Paints and colours ...	...	...	...	69,290	51,530	50,495
Provisions and Oilman's Stores ... cwts.	5,437	3,151	2,819	1,50,498	1,32,713	1,16,573
Railway plant and rolling stock ...	4,735	3,945	10,494	1,06,145	32,348	57,824
Sails ... tons	...	...	...	1,80,308	1,84,465	6,36,164
Ships, parts of ...	...	624	476	...	5,500	7,500
Silk (raw) ... lbs.	...	...	...	...	...	...
Sugar— 16 Dutch standard and above ... cwts.	19,002	6,155	4,129	2,02,666	94,488	67,096
15 Dutch standard and below ...	3,389	965	4,165	1,15,656	3,978	12,090
Unleaves, including parsons and sunbleaches ... No.	12,888	27,188	13,601	10,970	26,079	14,680
Wool (raw) ... lbs.	...	448	...	...	30	...
Manufactures— Piece-goods ... yds.	...	14,218	14,282	...	9,488	12,095
Shawls ...	...	1,527	13	...	6,361	553
Other sorts ... lbs.	...	7,865	3,034	...	6,734	4,372
All other articles of merchandise— Unmanufactured ...	...	...	...	1,06,384	96,216	1,19,702
Manufactured ...	...	...	...	8,54,630	4,44,538	3,17,983
TOTAL ...	...	...	...	90,23,000	63,08,800	73,87,885

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.		Value in Rupees.			
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Animals, living—						
Cattle	No.	184	1,241	1,10,380		
Horses .....	..	52	45	21,655	80,590	
Sheep and goats (n) ..	..	37,710	28,014	2,07,942	1,67,291	
Other kinds .....	..	62,010	5,406	2,127	28,101	1,729
Apparel (including drapery, haberdashery, millinery, etc., not excluding hosiery)						
Boots and shoes .....	..	43,750	41,207	40,292	2,05,539	1,31,722
Chemicals—						
Kilni salt .....	..	4,748	3,724	4,497	16,172	12,900
Saltpetre .....	..	1,350	1,550	3,121	17,350	45,301
Sulphuric acid .....	..	84	156	99	3,070	2,454
Other sorts .....	..	2,224,167	1,004,624	828,531	12,10,251	11,60,000
Coal .....	..	6,948	11,408	1,06,819	77,540	77,112
Coke and patent fuel .....	..	10,200	34,440	33,785	4,81,290	8,40,835
Cordage and Rope of Vegetable Fibre (excluding Jute) .....	..	7,083	2,977	4,788	2,14,490	43,015
Cotton—						
Raw .....	..	6,806,186	8,105,012	6,784,290	35,78,533	38,25,872
Spun yarn .....	..	2,977	4,788	2,14,490	43,015	81,139
Manufactures—						
Piece-goods—						
Grey (unbleached) ..	..	920,920	701,115	2,154,452	1,15,054	1,61,935
White (bleached) ..	..	1,261,567	1,765,362	3,257,430	3,27,007	3,24,273
Coloured, printed, etc.	..	60	6,091	2,040	30	3,296
Hosiery and Shawls in the piece ..	..	..	..	..	..	..
Other sorts .....	..	..	..	..	..	..
Haberdashery and millinery ..	..	..	..	..	..	..
Drugs, Medicines and Narcotics (excluding Chemicals)—						
Drugs and Medicines (excluding chemicals and Narcotics) ..	..	..	..	..	..	..
Tobacco—						
Unmanufactured .....	..	18,207,834	10,686,654	13,033,869	42,10,721	28,12,308
Manufactured .....	..	..	..	..	..	..
Cigars .....	..	24	86	120	91	964
Cigarettes .....	..	210,718	441,203	142,800	3,10,277	4,38,360
Other sorts .....	..	440,060	975,119	382,802	90,812	3,20,310
Dyeing and Tanning Materials—						
Cutch .....	..	116	141	218	7,234	9,305
Gamboge .....	..	129	1	4	249	20
Indigo .....	..	897	212	34	1,58,887	45,441
Mordants .....	..	1,041	1,005	1,407	6,752	8,622
Turmeric .....	..	276	74	45	4,442	1,186
Other sorts (including lac dye) ..	..	1,322	384	732	11,828	6,571
Foalder, brain and pollard including hay and straw* but excluding Oil-cake ..	..	31,768	14,345	2,248	1,16,965	50,705

(*) Separate figures not available prior to 1914-15

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.		Value in Rupees.			
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Fruits and Vegetables—						
Ornaments	4,115,091	2,025,275	5,245,035	1,89,500	96,580
Other sorts
Vegetables, fresh (all kinds)
Grain and pulse—						
Gram	254,542	42,921	66,754	11,66,707	2,42,155
Rice in the husk (paddy)	1,630	1,111	9,283	1,877	6,484
Rice not in the husk	419,970	197,284	130,468	31,10,251	15,02,975
Wheat	63,723	82,978	116,250	2,69,052	2,81,387
Wheat flour	247,882	192,848	167,084	27,70,374	16,64,633
Pulse	492,170	291,338	240,920	29,71,816	21,35,083
Oats	10,028	12,093	13,267	90,945	68,628
Jowari and Bajra	313	650	2,113	3,603	3,654
Barley	12,562	11,831	10,708	60,822	67,740
Other sorts	201	67	22	1,280	478
Hardware and Cutlery (including agricultural implements and plated ware)
Hemp (raw)
Manufactures
Hides and Skins—						
Hides, raw	774	377	3	55,152	32,850
Dressed or tanned
Skins, raw	2,000	11	2	1,32,000	10,395
Dressed or tanned
Instruments, apparatus, appliances and parts thereof
Jute—						
Raw	90	54	32	22,930	13,967
Twist and yarn
Canvas
Manufactures of—						
Gunny-bags	75,632,491	54,300,858	42,019,315	62,42,712	66,10,902
Gunny-cloths	22,223,879	8,291,321	2,622,625	35,26,448	10,78,714
Rope and Twine	87,002	31,413	16,855	17,50,080	5,36,706
Other kinds	1,621	209	358	1,77,131	1,13,674
Leather
Unwrought	700	625	640	89,461	88,629
Manufactures
Saddlery and harness
Other sorts (except boots and shoes)
Metal—						
Brass, Bronze and similar alloys (wrought)	7,257	5,097	3,250	5,64,596	4,02,011
Copper (wrought)	1,205	1,046	874	1,23,880	81,125
Iron (wrought)	229	446	90	48,158	71,056
Cast (Pig)	7,463	3,008	109	3,88,016	1,84,091
Other sorts
Metals, unmanufactured

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

Articles.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Oils.						
Animal	51	346	41	78	561	8
Essential	3,021	2,088	1,701	28,317	43,721	183,9
Mineral	130,868	95,079	63,339	68,742	46,186	44,02
Other kinds	12,529	2,956	369	11,513	3,487	26
Vegetable, not essential.						
Caster	5,322	3,519	3,483	7,791	8,538	5,43
Cocount	39,036	61,936	43,567	1,81,314	1,42,019	80,67
Linseed	178,977	169,143	188,575	4,92,148	2,16,755	4,68,63
Mustard or rape	186,497	178,267	192,594	3,83,996	3,24,550	3,83,19
Earth-nut	465	18,782	10,123	1,039	27,883	8,39
Til or gingelly	21	18	10	100	70	...
Other sorts	5,867	1,524	7,558	7,146	9,033	17,81
Paints and colours (includ- ing painters' materials) .....	...	...	...	4,00,468	3,74,776	2,08,49
Paper and Pateboard.						
Printing paper and en- velopes	29,481	30,637	33,186	5,92,649	5,52,071	6,34,365
Other kinds of paper	601	810	...	11,122	2,993	2,68
Pateboard, millboard, &c. ..	85	364	4,705	9,927	14,419	73,812
Provisions.						
Beef and hams .....	...	...	725	...	...	89
Butter	48,064	20,926	44,516	37,627	38,322	26,01
Cheese	1,657	946	312	910	630	233
Fruits and vegetables	10,046	4,041	3,665	1,09,779	66,631	62,61
dried, salted or preserved cuts	2,667,299	2,477,192	2,657,791	19,65,965	15,20,868	16,76,43
Salted fish (dry)	269,278	1,112	387	1,37,108	33,654	...
Dried fish (smoked)	12,679	3,324	9,945	3,049	1,02,049	2,77,33
Fish maws and shark-fins ..	24	...	...	...	...	...
Other sorts of provisions	264,178	123,211	149,733	33,54,282	15,41,253	10,44,89
Seeds.						
Essential	9,304	11,083	13,517	1,45,041	1,64,965	3,03,743
Vegetable, not essential.						
Linseed	127	52	77	1,299	410	612
Mustard	2,571	220	1,365	8,461	16,038	17,481
Rape	2,628	736	469	2,561	6,537	2,990
Til or gingelly	11,090	37,002	61,696	1,61,529	2,38,800	5,06,752
Ground-nut	90	347	649	847	2,418	4,791
Cotton	17	...	...	...	...	...
Other sorts	2,097	4,717	692	62,300	17,778	4,638
Ships, parts of	...	...	...	36,220	5,900	14,342
Silk.						
Raw	14,180	4,964	1,372	79,000	46,400	21,300
Manufactures .....	...	...	...	...	...	...
Price-goods	2,033	476	...	2,441	725	...
Other sorts .....	...	...	...	...	...	...
Soap	3,433	1,024	2,480	54,443	33,573	38,102

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from Calcutta in each of the official years 1913-14, 1914-15 and 1915-16.

Articles.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1913-14.	1914-15.	1915-16.	1913-14.	1914-15.	1915-16.
Spices.						
Bed-onits	29,911,836	34,924,866	28,654,233	41,18,007	51,00,877	42,02,629
Cardamoms	70,533	36,023	39,158	25,343	12,226	9,649
Chillies	848,828	281,774	2,910,717	91,602	48,416	4,54,051
Ginger	960,891	181,230	20,938	21,030	19,714	5,418
Pepper	132,887	63,190	83,226	38,007	28,618	29,817
Other sorts	2,401,488	2,579,229	1,498,407	3,47,526	3,91,933	2,17,080
Stones and Marble						
...	...	...	...	61,514	...	1,70,223
Sugar, 16 Dutch standard						
and above	44,078	28,006	13,145	5,64,094	3,64,029	2,03,807
Sugar, 15 Dutch standard						
and below	14,372	14,544	8,298	53,033	60,288	31,291
Tallow						
...	13,279	2,109	2,749	1,56,543	55,009	85,801
Tea.						
Black	3,244,072	2,013,099	1,383,769	17,09,041	10,29,646	7,30,134
Green .....	...	722	...	103	...	...
Unwashed (including par- tials and compounds)						
...	981,417	443,776	405,531	9,96,422	3,94,231	4,62,466
Wool and Timber.						
Timber	773	102	...	1,24,407	33,225	...
Teak-wood	200	929	206	32,308	1,18,174	30,022
Other timber .....	...	...	...	...	...	...
Wool.						
...	...	...	...	5,329	...	90
Scandal .....	...	...	...	1,40,514	1,02,521	79,230
Manufactures .....	...	...	...	...	...	2,025
Other kinds .....	...	...	...	...	...	5,030
Wool manufactures						
...
All other Articles of Mer- chandise.						
Unmanufactured .....	...	...	...	4,30,580	3,43,530	2,54,614
Manufactured .....	...	...	...	5,74,621	3,63,171	3,61,725
TOTAL	...	...	...	9,63,92,450	68,17,73,035	51,13,720

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 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Apparel (including drapery, uniforms, accoutrements, but excluding hosiery)—				
From Bombay				
Sind	Chief port	1,303		
Madras	Chief port	500	30	
Barnas	Chief port	420		
Bihar and Orissa	Chief port	13,972	35,851	
Pondicherry	All ports	160	2,200	
Bengal	All ports	87,438	58,300	
Pondicherry	All ports	34	61	
Haberdashery and Millinery—				
From Bombay				
Sind	Chief port	55,806	9,750	
Madras	Chief port	828	5,122	
Barnas	Chief port	5,285	35,610	
Bihar and Orissa	Chief port	39,680		
Pondicherry	All ports			
Boots and Shoes—				
From Bombay				
Sind	Chief port			
Madras	Chief port			
Barnas	Chief port	1,341	2,051	
Bihar and Orissa	Chief port	3,713	479	
Pondicherry	All ports			
Arms, Ammunition and Military Stores—				
From Bombay				
Sind	Chief port			
Madras	Chief port			
Barnas	Chief port			
Bihar and Orissa	Chief port			
Pondicherry	All ports			
Bengal	All ports			
Pondicherry	All ports			
Goa	All ports			
Other goods—				
From Bombay				
Sind	Chief port			
Madras	Chief port			
Barnas	Chief port			
Bihar and Orissa	Chief port			
Pondicherry	All ports			
Books and printed matter (including maps and charts)—				
From Bombay				
Sind	Chief port	6,902	4,139	
Madras	Chief port	30	8,752	
Barnas	Chief port	1,816		
Bihar and Orissa	Chief port	3,626	5,422	
Pondicherry	All ports	1	300	
Bengal	All ports	4,488	2,163	
Building and Engineering materials other than of Iron, Steel or Wood—				
From Bombay				
Sind	Chief port	798	2,500	

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 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Building and Engineering materials, etc.—				
From Sind	Chief port		440	
Madras	Chief port			
Barnas	Chief port	425	1,151	
Bihar and Orissa	Chief port			
Pondicherry	All ports	4,625	17,290	
Obstetrical and Furniture—				
From Bombay				
Sind	Chief port	1,650	135	
Madras	Chief port	855	1,548	
Barnas	Chief port			
Bihar and Orissa	Chief port			
Pondicherry	All ports	2,011	150	
Candles of all kinds—				
From Bombay				
Sind	Chief port			
Madras	Chief port			
Barnas	Chief port	37,968	10,679	
Bihar and Orissa	Chief port			
Pondicherry	All ports			
Carrriages and Carts (including railway carriages) and parts thereof—				
From Bombay				
Sind	Chief port		15	
Madras	Chief port	5,447	25,020	
Barnas	Chief port	45,090	82,044	
Bihar and Orissa	Chief port	1,468	6,175	
Pondicherry	All ports	12,852	16,190	
Chemicals and chemical preparations (ex chemical sources and medicines)—				
From Bombay				
Sind	Chief port	8,087	48,510	
Madras	Chief port	900	10,497	
Barnas	Chief port			
Bihar and Orissa	Chief port	2,324	6,364	
Pondicherry	All ports	21,308	29,364	
Bengal	All ports	100		
Coal, Coke and Patent fuel—				
From Bengal	All ports			
Cotton—				
Raw—				
From Bombay				
Sind	Chief port	74	947	
Madras	Chief port	95	2,182	
Barnas	Chief port			
Bihar and Orissa	Chief port			
Pondicherry	All ports			
Twist and Yarn—				
From Bombay				
Sind	Chief port	60,686	35,718	
Madras	Chief port			
Barnas	Chief port			
Bihar and Orissa	Chief port			
Pondicherry	All ports			
Bengal	All ports			

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coasts into the Bengal Presidency from Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Otton—				
Twist and Yarn— <i>cond.</i>				
From Madras ... Chief port	2,015	3,842	...	...
... Other ports	4,725	4,211	101,200	41,264
... Madras ... Chief port	500	500	600	554
... Other ports	...	...	2,802	1,450
... Bengal ... All ports	30,077	21,781	148,052	60,402
... Pondicherry	80,400	31,560	127,000	35,882
Manufactures—				
Piece-Goods—				
Grey (unbleached)—				
From Bombay ... Chief port	51,140	10,363	30,305	2,670
... Sind	70,500	14,448	2,002	202
... Madras ... Chief port	125,853	28,130	96,985	22,150
... Other ports	...	...	12,800	2,900
... Bengal ... All ports	617,500	1,38,865	614,020	82,433
... Pondicherry	800	2,030	...	...
White, bleached—				
From Bombay ... Chief port	1,000	500	3,011	688
... Sind	...	...	75,000	12,065
... Madras ... Chief port	6,031	1,700	1,500	400
... Other ports	...	...	...	...
... Madras ... Chief port	222,071	57,134	288,169	73,893
... Other ports	...	...	...	...
... Bengal ... All ports	331,300	2,02,450	406,488	1,06,170
... Bihar and Orissa	...	...	...	...
Coloured, printed or dyed—				
From Bombay ... Chief port	29,000	3,707	20,130	19,328
... Sind	14,000	1,350	9,000	2,000
... Madras ... Chief port	28,040	5,482	23,400	5,510
... Other ports	...	...	...	...
... Madras ... Chief port	2,045,778	2,05,004	1,195,781	3,85,001
... Other ports	...	...	...	...
... Bengal ... All ports	331,408	66,131	37,640	8,750
... Pondicherry	28,800	5,372	67,578	9,914
Handkerchiefs and Shawls in the piece—				
From Bombay ... Chief port	No.	...	...	...
... Madras ... Chief port	...	...	...	...
... Other ports	...	...	...	...
... Madras ... Chief port	22,481	30,244	10,234	11,404
... Other ports	...	...	800	600
... Bengal ... All ports	1,100	1,800	...	...
Other sorts—				
From Bombay ... Chief port	...	11,402	...	1,600
... Sind	...	3,331	...	406
... Madras ... Chief port	...	...	...	12,445
... Other ports	...	...	...	...
... Madras ... Chief port	...	650	...	...
... Other ports	...	1,062	...	...
... Bengal ... All ports	...	15,203	...	20,62

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coasts into the Bengal Presidency from Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Drugs and Medicines (excluding Chemicals and aromatic)—				
Camphor—				
From Bombay ... Chief port	3,840	5,712	7,364	8,742
... Sind	800	1,100	...	...
... Madras ... Chief port	6,000	6,872	...	...
... Other ports	11,441	15,543	...	...
... Bengal ... All ports	112	80	...	...
Other sorts—				
From Bombay ... Chief port	...	34,350	...	58,230
... Sind	...	2,100	...	700
... Madras ... Chief port	...	100	...	113
... Other ports	...	255	...	2,329
... Madras ... Chief port	...	7,017	...	30,010
... Other ports	...	5,258	...	5,777
Textiles—				
Manufactured—				
Carpets—				
From Bombay ... Chief port	348	1,784	250	1,355
... Sind	...	...	...	...
... Madras ... Chief port	...	140	...	98,063
... Other ports	3,550	9,338	25,108	...
... Madras ... Chief port	...	...	...	...
... Other ports	154	430	...	...
... Bengal ... All ports	...	...	...	...
... Pondicherry	...	...	...	...
Other sorts—				
From Madras ... Chief port	180	450	...	...
... Madras ... Chief port	1,330	2,130	30,070	7,696
... All ports	...	85	...	...
... Bengal ... Chief port	...	9	...	...
... Pondicherry	...	...	...	...
Dyeing and Tanning Materials—				
Aniline Dyes—				
From Bombay ... Chief port	24,010	17,160	...	...
... Madras ... Chief port	...	...	1,322	8,104
... Other ports	550	287	...	...
... Madras ... Chief port	...	...	...	...
... Other ports	...	...	...	...
... Bengal ... All ports	...	...	...	...
... Bihar and Orissa	...	...	...	...
Alumina Dyes—				
From Bombay ... Chief port	448	150	...	...
... Madras ... Chief port	2,800	1,225	...	...
Other sorts—				
From Bombay ... Chief port	92	4,407	160	13,037
... Madras ... Chief port	...	...	...	...
... Other ports	180	8,065	20	1,030
... Madras ... Chief port	...	...	...	...
... Other ports	...	...	...	...
Flax—				
Twist and yarn—				
From Bengal ... All ports	110	300	...	...
Manufactures—				
From Bombay ... Chief port	...	...	...	40

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coasts into the Bengal Presidency from Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Manufactures—(conold.)				
From Sind
" Karachi	...	775	...	...
" Chief port
" Other ports
From Burma	...	478	...	1,633
" Chief port
" Other ports
From Bengal	...	210	...	...
" All ports
Earthenware and Porcelain (excluding pipes of earthenware)—				
From Bombay	...	800	...	382
" Chief port
" Other ports
From Madras	...	3,166	...	7,073
" Chief port
" Other ports	...	622	...	369
From Bengal	...	283	...	1,638
" All ports
Glass and Glassware—				
Bottles and phials—				
From Bombay	178
" Chief port	...	40	...	1,763
" Other ports
From Madras	...	11,706	...	4,973
" Chief port	...	46,506	...	20,360
" Other ports	...	206	...	1,350
From Bengal
" All ports
Other Glassware—				
From Bombay	...	700	...	3,650
" Chief port
" Other ports
From Sind	...	400	...	100
" Chief port
" Other ports
From Madras	...	14,803	...	80
" Chief port
" Other ports
From Bengal	...	10,172	...	13,615
" All ports
" Bihar and Orissa
Gums and Resins—				
From Bombay	51,720
" Chief port	...	500	...	9,564
" Other ports	1,600
From Madras	185
" Chief port	1,110
" Other ports
From Bengal
" All ports
Hardware (including Agricultural implements and plated-ware)—				
From Bombay	...	52,443	...	56,842
" Chief port
" Other ports
From Sind	...	1,280	...	1,682
" Chief port	...	8,232	...	24,514
" Other ports	...	21,655	...	25
From Madras	...	94,286	...	128,802
" Chief port	...	2,417	...	8,800
" Other ports
From Bengal	...	100	...	1,472
" Chief port	...	94,306	...	44,636
" Other ports	735
" Pondicherry
Instruments, apparatus and appliances and parts thereof—				
From Bombay	...	5,120	...	8,230
" Chief port
" Other ports
From Sind	...	500	...	...
" Chief port	...	2,637	...	...
" Other ports

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coasts into the Bengal Presidency from Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Instruments, apparatus and appliances and parts thereof—(conold.)				
From Bombay	...	8,270	...	4,726
" Chief port	...	225	...	1,650
" Other ports	...	1,676	...	830
From Bengal
" All ports
" Bihar and Orissa
Other kinds—				
From Bombay	...	25,640	...	1,297
" Chief port	129
" Other ports	...	4,782	...	6,380
From Madras	...	55,199	...	60,323
" Chief port	...	1,069	...	206
" Other ports	880
From Bengal	...	2,805	...	4,010
" All ports
Jewellery and plate of gold and silver—				
From Bombay	...	400	...	...
" Chief port
" Other ports	...	2,125	...	5,200
From Madras
" Chief port
" Other ports
From Bengal
" All ports
Text Manufactures—				
From Bombay	...	120	...	700
" Chief port	...	1,250	...	...
" Other ports
From Sind
" Chief port
" Other ports
From Madras
" Chief port
" Other ports
From Bengal
" All ports
Liquors—				
Alc. Beer and Porter—				
From Bombay	...	20	...	48
" Chief port	...	1,804	...	2,363
" Other ports	...	1,080	...	1,620
From Madras
" Chief port	...	881	...	2,070
" Other ports
From Bengal
" All ports
Spirits—				
From Bombay	...	22	...	685
" Chief port	8
" Other ports	400
From Sind	...	12	...	300
" Chief port
" Other ports
From Madras	...	60	...	1,650
" Chief port
" Other ports
From Bengal	...	330	...	1,306
" All ports	445
Raw—				
From Bombay	...	10	...	150
" Chief port
" Other ports
From Madras	...	70	...	3,430
" Chief port
" Other ports
From Bengal	...	370	...	4,493
" All ports	1,283
" Pondicherry	...	63	...	688
Other sorts of Spirits—				
From Bombay	...	203	...	3,230
" Chief port	...	56	...	1,138
" Other ports
From Madras
" Chief port
" Other ports
From Bengal
" All ports

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 1914-15 and 1915-16.

Articles and ports whence imported.		Foreign Merchandise.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Wines—					
From Bombay	Chief port	514	8,349	346	4,564
" Sind	Karachi	22	154	40	1,600
" Madras	Chief port	112	2,417	14	66
" Burma	Chief port	498	406	10	49
" Bengal	Other ports	2	30	—	—
" Pondicherry	All ports	447	2,101	1,582	13,253
Other sorts of Wines—		221	1,167	247	736
From Bengal	All ports	10	216	—	—
Machinery and Millwork—					
Steam Engines and parts—					
Other sorts—					
From Bombay	Chief port	—	300	—	600
" Madras	Chief port	—	201	—	5,063
" Burma	Chief port	—	4,098	—	5,062
" Bengal	All ports	—	—	—	—
Other sorts of Machinery—					
From Bombay	Chief port	—	7,472	—	4,409
" Sind	Karachi	—	—	—	6,000
" Madras	Chief port	—	24,806	—	4,532
" Burma	Chief port	—	105	—	54,800
" Bengal	Other ports	—	1,075	—	473
" Bihar and Orissa	All ports	—	7,111	—	3,358
Other sorts—		—	—	—	400
Matches—					
From Bombay	Chief port	—	12,400	7,360	8,689
" Madras	Chief port	—	—	—	—
" Bengal	Other ports	—	45,705	49,820	1,218
" Bihar and Orissa	All ports	—	330	230	—
Metals and Ores—					
Brass Bronze and similar alloys—					
Wrought—					
From Bombay	Chief port	1,201	70,422	78	3,398
" Sind	Karachi	—	—	—	—
" Madras	Chief port	12	480	8	220
" Burma	Other ports	—	50	—	—
" Bengal	Chief port	2,749	1,107,774	3,182	1,33,067
" Other ports	Other ports	3	160	37	1,415
" All ports	All ports	12	1,022	15	900
Unwrought—					
From Bombay	Chief port	135	5,610	—	—
" Madras	Chief port	64	4,120	7	270
" Burma	Other ports	—	—	—	—
" Bengal	Chief port	690	21,174	—	—
" Other ports	Other ports	7	230	—	—
" All ports	All ports	10	420	—	—

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 1914-15 and 1915-16.

Articles and ports whence imported.		Foreign Merchandise.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals and Ores—(contd.)					
Copper—					
From Bengal	All ports	—	544	—	85
Old, for re-manufacture—					
From Bombay	Chief port	200	11,000	3,115	1,82,198
" Sind	Karachi	—	—	—	—
" Madras	Chief port	—	—	—	—
" Bengal	Other ports	146	7,423	216	10,353
" Other ports	Other ports	4	175	—	340
Unwrought—					
From Bombay	Chief port	30	2,340	250	22,000
" Madras	Chief port	—	—	47	3,440
Wrought—					
From Bombay	Chief port	128	6,480	2,048	11,35,001
" Sind	Karachi	—	—	—	—
" Madras	Chief port	—	—	160	11,540
" Burma	Chief port	12	660	27	8,575
" Bengal	Other ports	—	—	—	—
" All ports	All ports	—	—	—	—
Iron or Steel—					
From Bengal	All ports	10	1,417	—	—
Pig—					
From Bombay	Chief port	—	—	—	1,700
" Madras	Chief port	—	—	—	260
" Bengal	All ports	5	290	—	—
Old for re-manufacture—					
From Bombay	Chief port	3	150	—	—
" Madras	Chief port	—	—	—	—
" Bengal	Other ports	25	750	84	3,840
" Other ports	Other ports	—	—	—	—
" All ports	All ports	—	—	13	820
Manufactures—					
Anchor, and cables—					
From Bombay	Other ports	2	60	—	—
" Madras	Chief port	1	242	—	—
" Bengal	All ports	—	50	—	—
Angle, Bolt and Rod—					
From Bombay	Chief port	—	—	35	18,488
" Madras	Chief port	—	—	6	1,112
" Bengal	All ports	—	—	—	—
Nails, Screws, Rivets and Washers—					
From Bombay	Chief port	—	—	30	16,736
" Madras	Chief port	—	—	105	51,942
" Bengal	All ports	—	—	—	106

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 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals and Ores—(continued.)				
Iron or Steel—(continued.)				
From Bombay	Chief port	tons	102	20,921
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Pondicherry	Chief port	...	...	...
Sheets and plates—				
From Bombay	Chief port	tons	10	3,140
Sind	Chief port	...	...	...
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Other manufactures of iron or steel—				
From Bombay	Chief port	tons	90	12,937
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Bihar and Orissa	Chief port	...	...	...
Lead—				
From Bombay	Chief port	cwts.	65	15,069
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Bihar and Orissa	Chief port	...	...	...
Tin—				
From Bombay	Chief port	cwts.	...	...
Sind	Chief port	...	...	...
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Zinc or Spelter—				
From Bombay	Chief port	cwts.	35	1,225
Sind	Chief port	...	...	...
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Unenumerated—				
From Bombay	Chief port	cwts.	128	12,900
Sind	Chief port	...	...	...
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...

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 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Earthenware and Porcelain (excluding pipes of earthenware)—				
From Bombay	Chief port	...	...	...
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Oil—				
From Bombay	Chief port	gals.	4,468	3,510
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Other kinds—				
From Bombay	Chief port	gals.	1,200	2,450
Sind	Chief port	...	...	...
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Other sorts of Oil—				
From Bombay	Chief port	gals.	17	300
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Paints and colors, including painters' materials—				
From Bombay	Chief port	...	...	...
Sind	Chief port	...	...	...
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Paper and Bookboard—				
From Bombay	Chief port	cwts.	725	120
Sind	Chief port	...	...	...
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Refinery—				
From Bombay	Chief port	...	...	...
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...
Printing and Lithographing materials—				
From Bombay	Chief port	...	...	...
Sind	Chief port	...	...	...
Madras	Chief port	...	...	...
Burma	Chief port	...	...	...
Bengal	Chief port	...	...	...

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastside into the Bengal Presidency from Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Provisions and Oilman's stores—				
Fruits and vegetables, dried, salted or preserved—				
Dates—				
From Bombay ... Chief port	cwts. 13,673	1,71,635	36,000	4,18,630
" Sind	...	...	...	...
" Madras	...	...	...	...
" Other ports	...	...	...	...
" Chief port	...	...	105	630
" Other ports	...	...	45	510
" All ports	4	45	...	...
Other sorts—				
From Bombay ... Chief port	cwts. 4,162	1,70,001	5,677	2,05,234
" Sind	...	...	...	...
" Madras	...	...	...	...
" Other ports	...	...	...	...
" Chief port	...	...	6	189
" Other ports	...	...	...	...
" All ports	229	5,501	...	...
Fruits and vegetables, fresh—				
From Bombay ... Chief port	...	...	...	...
" Sind	...	...	...	...
" Madras	...	...	...	...
" Other ports	...	...	...	...
" Chief port	...	...	...	...
" Other ports	...	...	...	...
" All ports	...	...	...	...
Pondicherry	...	...	...	...
Becon and Hams—				
From Burma ... Chief port	lbs. 270	270	2,464	1,109
Other sorts—				
From Bombay ... Chief port	cwts. 50	2,089	75	1,637
" Sind	...	...	...	...
" Madras	...	...	...	...
" Other ports	...	...	...	...
" Chief port	...	...	...	...
" Other ports	...	...	...	...
" All ports	123	8,013	1,625	62,839
" Chief port	...	...	...	...
" Other ports	...	...	...	...
" All ports	236	6,375	419	16,134
Pondicherry	...	...	...	...
Railway plant & rolling stock—				
From Bombay ... Chief port	...	...	...	...
" Sind	...	...	...	...
" Madras	...	...	...	...
" Other ports	...	...	...	...
" Chief port	...	...	...	...
" Other ports	...	...	...	...
" All ports	...	...	...	...
Pondicherry	...	...	...	...
Seeds—				
From Burma ... Chief port	cwts. ...	...	...	...
Salt—				
From Bengal ... Chief port	tons 794	42,728	1,832	1,01,274
" Madras	...	...	...	...
" Other ports	...	...	...	...
" Chief port	...	...	...	...
" Other ports	...	...	...	...
" All ports	...	...	...	...
Shells & Cowries—				
From Bombay ... Chief port	...	...	...	...
" Pondicherry	...	...	...	...

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastside into the Bengal Presidency from Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Provisions and Oilman's stores—				
Ships, parts of—				
From Burma ... Chief port	...	...	...	...
" Bengal ... Chief port	...	...	...	...
" Bombay ... Chief port	...	...	...	...
" Madras ... Chief port	...	...	...	...
Silk—				
Manufactures—				
Piece goods—				
From Bombay ... Chief port	yds. ...	...	...	...
" Madras ... Chief port	...	...	...	...
Goeds of Silk mixed with other materials—				
From Burma ... Chief port	yds. ...	...	...	...
Other sorts—				
From Bengal ... All ports	lbs. 902	1,000	...	...
Spices—				
Betel-nuts—				
From Bombay ... Chief port	lbs. 4,144	1,378	895	320
" Madras ... Chief port	...	...	...	...
" Bengal ... All ports	...	...	...	...
Cloves—				
From Bombay ... Chief port	lbs. 718,642	2,90,693	1,303,377	5,05,205
" Madras ... Chief port	...	...	...	...
Other sorts—				
From Bombay ... Chief port	lbs. 4,810	250	4,144	1,305
" Madras ... Chief port	...	...	...	...
" Bengal ... All ports	...	...	...	...
Stationery (excluding paper)—				
From Bombay ... Chief port	...	...	...	...
" Sind ... Chief port	...	...	...	...
" Madras ... Chief port	...	...	...	...
" Other ports ... Chief port	...	...	...	...
" Bengal ... All ports	...	...	...	...
Sugar, 16 Dutch standard and above—				
From Bombay ... Chief port	cwts. ...	...	...	...
" Sind ... Chief port	...	...	...	...
" Madras ... Chief port	...	...	...	...
" Other ports ... Chief port	...	...	...	...
" Bengal ... All ports	...	...	...	...
Sugar, 15 Dutch standard and below—				
From Sind ... Chief port	cwts. ...	...	...	...
" Madras ... Chief port	...	...	...	...
" Bengal ... All ports	...	...	...	...

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 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Toys and requisites for games—				
From Bombay ... Chief port	...	2,333	...	2,44
" Sind ... Karachi	...	12	...	...
" Madras ... Chief port	...	1,200	...	339
" Burma ... Other ports
" Bengal ... All ports
" Pondicherry
Wool—				
Timber—				
From Burma ... Chief port	...	3,301	...	...
" Bengal ... All ports	...	500	...	...
Ornamental—				
From Bombay ... Chief port	...	7,615	...	32,655
" Madras ... Chief port	2,590
Manufactures—				
From Burma ... Chief port	...	2,045	...	589
" Bengal ... Other ports	445
" Travancore ... All ports	...	5,946	...	430
" Bihar and Orissa ... All ports	...	64	...	30
Wool—				
Manufactures—				
Piece-goods—				
From Bombay ... Chief port
" Madras ... Chief port
" Burma ... Chief port	...	1,74,307	...	2,54,793
Shawls—				
From Bombay ... Chief port
" Bengal ... Chief port
" Bengal ... All ports	...	400	...	800
Other sorts—				
From Bombay ... Chief port
" Madras ... Chief port	202
" Burma ... Chief port	1,532
" Bengal ... Chief port	2,760
" Bihar and Orissa ... All ports	...	4,730	...	2,355
All other articles of merchandise—				
Unmanufactured—				
From Bombay ... Chief port	...	5,290	...	9,330
" Madras ... Chief port	498
" Madras ... Other ports
" Burma ... Chief port	...	11,058	...	6,697
" Bengal ... Other ports	...	1,640	...	300
" Bihar and Orissa ... All ports	...	307	...	293
" Kathiawar ... (Vinsal)
" Pondicherry ... (Porebandar)	...	1,350	...	...

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 1914-15 and 1915-16.

Articles and ports whence imported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
All other articles of Merchandise—contd.				
Manufactured—				
From Bombay ... Chief port	...	15,602	...	10,418
" Sind ... Karachi	...	1,272	...	1,880
" Madras ... Chief port	...	14,720	...	18,357
" Madras ... Other ports	...	44	...	132
" Burma ... Chief port	...	5,020	...	5,402
" Bengal ... Other ports	...	18	...	33
" Pondicherry ... All ports
" Goa
" Travancore ... Allepey
Total Merchandise—				
From Bombay ... Chief port	...	11,92,084	...	20,64,601
" Sind ... Other ports	...	41,631	...	3,736
" Madras ... Karachi	...	95,628	...	32,556
" Madras ... Chief port	...	7,861	...	9,09,955
" Madras ... Other ports	...	18,88,739	...	86,700
" Burma ... Chief port	...	20,878	...	20,00,574
" Bengal ... Other ports	...	47,301	...	47,301
" Bengal ... All ports	...	9,57,283	...	7,42,320
" Travancore ... Other ports	...	54	...	...
" Pondicherry ... All ports	...	43,886	...	59,721
" Bihar and Orissa	359	...	4,690
" Goa
" Kathiawar ... Porebandar	...	1,350	...	...
" Cochin ... Mangal
" Cochin ... Vinsal
" Cochin ... Mullypuram
GRAND TOTAL	...	42,71,614	...	61,36,604

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coasts from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Animals, living—				
Horses—				
From Bombay ... Chief port	No. 1	1,000	1	1,000
" Madras ... Chief port	131	38,730	89	18,139
" Burma ... Other ports	3	1,000	...	...
" Bengal ... All ports	2	750	3	1,100
" Bihar and Orissa ...	...	...	...	...
Other kinds—				
From Bombay ... Chief port	No. ...	...	...	...
" Madras ... Other ports	...	10,888	87	1,193
" Burma ... Chief port	204	6,383	2,244	6,105
" Bengal ... All ports	4,698	3,300	...	...
" Bihar and Orissa ...	...	...	...	...
" Travancore ... Alleppey	60	300	...	...
Apparel (including drapery, uniforms, etc.)—				
From Bombay ... Chief port	...	250	...	2,383
" Sind ... Karachi	...	675	...	2,065
" Madras ... Chief port	...	667	...	22,315
" Burma ... Other ports	...	21,485	...	220
" Bengal ... All ports	...	3,402	...	18,469
" Bihar and Orissa ...	...	580	...	40
Art, works of—				
From Bombay ... Chief port	...	1,210	...	...
" Sind ... Karachi	...	280	...	100
" Madras ... Chief port	...	561	...	1,157
" Burma ... Other ports	...	...	...	245
" Bengal ... All ports	...	...	...	75
" Bihar and Orissa ...	...	...	...	...
Books and printed matter (excluding maps and charts).				
From Bombay ... Chief port	...	125	10,714	167
" Sind ... Karachi	...	12	4,221	219
" Madras ... Chief port	...	23	2,792	28
" Burma ... Other ports	...	1	170	168
" Bengal ... All ports	...	...	...	...
Books and Shoes—				
From Bombay ... Chief port	...	31	341	...
" Madras ... Other ports	...	45,680	95,634	95,634
" Burma ... Chief port	...	...	...	...
" Bengal ... All ports	...	...	...	...

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coasts from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Building and Engineering Materials—				
From Bombay ... Chief port	No. ...	...	1,700	386
" Madras ... Chief port	...	...	...	23
" Burma ... Other ports	...	...	...	225
" Bengal ... All ports	6,257	418	15,700	...
Clock and Lamp—				
From Bombay ... Chief port	...	948	307	3,073
" Madras ... All ports	...	2,870	249	...
" Bengal ... Chief port	...	65	...	291
Other sorts—				
From Bombay ... Chief port	...	1,880	...	2,712
" Madras ... Other ports	...	200	...	247
" Burma ... Chief port	...	2,122	...	2,500
" Bengal ... All ports	...	...	...	...
Cabinetware and Furniture—				
From Bombay ... Chief port	...	6,970	...	820
" Sind ... Karachi	...	90	...	725
" Madras ... Other ports	...	4,203	...	390
" Burma ... Chief port	...	3,414	...	2,622
" Bengal ... All ports	...	685	...	6,468
" Bihar and Orissa ...	...	...	...	3,000
Caskets of all kinds—				
From Bombay ... Chief port	No. ...	...	2,300	950
" Madras ... Other ports	...	5,42,734	1,913,818	5,03,937
" Burma ... Chief port	...	10,827	25,633	...
" Bengal ... All ports	...	...	...	...
Cases and Rattans—				
From Bombay ... Chief port	...	2	80	100
" Madras ... Other ports	...	7	200	...
" Burma ... Chief port	...	71	507	4,720
" Bengal ... All ports	...	...	...	...
Carriages and Carts (excluding railway carriages and parts thereof)				
From Bombay ... Chief port	...	1,200	...	...
" Madras ... Other ports	...	12,415	...	5,575
" Burma ... Chief port	...	4,550	...	300
" Bengal ... Other ports	...	1,100	...	879
" Bihar and Orissa ...	...	910	...	502
" Travancore ... Quilon	...	100	...	...
" Malabar ... Mallypuzha	...	...	...	...
" Cochin ...	...	...	...	...

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Chemicals and Chemical preparations (excluding chemical manures and medicines)—				
Kneet Salt—				
From Madras .. Chief port .. cwt.	7,700	9,496	10,843	38,863
" Bengal .. All ports ..	...	...	...	...
Saltpetre—				
From Bombay .. Chief port .. cwt.	206	2,447	...	...
" Bihar and Orissa ..	1	18	...	...
Sulphuric Acid—				
From Madras .. Chief port .. cwt.	19	278	90	750
" Bihar and Orissa ..	11	220	...	...
" Bengal .. All ports ..	...	...	...	...
Other ports—				
From Bombay .. Chief port ..	...	4,710	...	2,191
" Sind .. Karachi ..	...	...	...	...
" Madras .. Chief port ..	...	504	...	2,303
" Other ports ..	...	...	...	118
" Burma .. Chief port ..	...	39,776	...	23,192
" Other ports ..	...	...	...	...
" Bengal .. All ports ..	...	1,909	...	2,168
" Bihar and Orissa ..	...	...	...	...
Coal, Coke and patent fuel—				
Coal—				
From Madras .. Other ports .. tons.	25,913	3,13,150	25,896	3,36,693
" Bengal .. All ports ..	2	100	100	1,699
Coke and patent fuel—				
From Bengal .. All ports .. tons.	408	5,311	96	1,372
" Burma .. Chief port ..	...	...	23	310
Coffee—				
From Bombay .. Chief port .. cwt.	26	2,372	26	2,358
" Sind .. Karachi ..	78	4,333	271	14,162
" Madras .. Chief port ..	582	24,791	363	17,693
" Burma .. Chief port ..	2	224	1	28
" Bengal .. All ports ..	2	40	...	...
Coke—				
Unmanufactured—				
From Madras .. (Chief port .. cwt.	284	2,629	...	...
" Other ports ..	...	...	467	3,328
" Travancore ..	1,190	10,836	22	33
" Alleppey ..	4	75	...	...
" Bihar and Orissa ..	...	...	...	...
" Cochin .. Mallyapuram ..	...	...	...	...
Manufactured (excluding rope)—				
From Bombay .. Chief port .. cwt.	...	...	120	600
" Madras .. Chief port ..	60,410	7,51,925	51,831	5,13,089
" Burma .. Chief port ..	69	1,625	72	1,261

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Manufactured (excluding rope)—contd.				
From Bengal .. All ports .. cwt.	1,004	15,284	1,919	28,325
" Bihar and Orissa ..	...	40	...	...
" Travancore .. Alleppey ..	58,481	10,17,337	48,454	8,13,414
" Cochin .. Mallyapuram ..	1,874	37,304	1,462	12,643
Cordage and rope of vegetable fibre (excluding jute and cotton)—				
From Bombay .. Chief port .. cwt.	1	200	2	400
" Sind .. Karachi ..	...	...	...	...
" Madras .. Chief port ..	2,563	47,037	1,702	28,618
" Other ports ..	86	6,566	678	4,337
" Burma .. Chief port ..	...	...	...	...
" Other ports ..	34	1,117	74	1,700
" Bengal .. All ports ..	110	1,117	...	...
" Travancore .. Alleppey ..	...	...	...	...
" Bihar and Orissa ..	...	...	...	...
" Cochin .. Mallyapuram ..	...	...	...	...
Cotton—				
Raw—				
From Bombay .. Chief port .. cwt.	8,846	2,55,738	15,517	4,06,783
" Sind .. Other ports ..	...	...	...	...
" Madras .. Chief port ..	21,962	6,25,002	16,471	2,53,308
" Other ports ..	60,345	11,37,533	51,623	6,45,888
" Burma .. Chief port ..	62,291	14,59,727	37,757	10,60,172
" Other ports ..	40,923	6,76,882	103,208	10,94,355
" Bengal .. All ports ..	14	422	4	28
" Bihar and Orissa ..	...	...	...	...
" Pondicherry ..	...	...	...	...
Twist and yarn—				
Male and Water—				
Nos. 1 to 10—				
From Bombay .. Chief port .. lbs.	538,609	2,30,238	262,000	1,06,380
" Madras .. Chief port ..	...	...	...	20,000
" Other ports ..	...	...	...	200
" Burma .. Chief port ..	2	1	31,119	15,178
" Other ports ..	...	...	...	...
Nos. 11 to 30—				
From Bombay .. Chief port .. lbs.	237,225	1,28,505	65,600	47,993
" (Chief port ..	...	...	...	...
" Other ports ..	400	200	...	500
Nos. 31 to 40—				
From Bombay .. Chief port .. lbs.	4,130,000	22,37,410	2,323,271	12,05,613
" Madras .. Chief port ..	104,068	46,045	656,100	3,25,113
" Other ports ..	1,000	560	...	...
" Burma .. Chief port ..	12,000	6,680	...	...
" Pondicherry ..	...	...	236	300
" Bihar and Orissa ..	...	...	...	...
Nos. 31 to 40—				
From Bombay .. Chief port .. lbs.	6,600	5,292	8,000	6,000
" Madras .. Chief port ..	100	90	...	...

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coasts-
wise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—contd.				
Twist and Yarn—				
Orange red and other colours—				
From Bombay ... Chief port	lb. 2,400	1,800	100	1,320
" Burma ... Chief port	" 100	200	964	0,855
" Bengal ... All ports	" 964	102		
Unspecified descriptions—				
From Bombay ... Chief port	lbs. 1,300	1,100	800	800
" Bengal ... All ports	" 1,217	880	10,571	5,165
Manufactures—				
Piece-goods—				
Grey (unbleached)—				
Chaddars and dhoties—				
From Bombay ... Chief port	yds. 9,10,401	708,200	1,74,520	
" Burma ... Other ports	" 2,400	600		
" Bihar and Orissa ... All ports	" 25,220	5,530	34,920	4,820
Drills and Jeans—				
From Bombay ... Chief port	yds. 87,600	17,378	30,000	5,575
" Burma ... Chief port	" 4,431	1,800	3,000	3,000
" Bengal ... All ports	" 4,800	1,000		
T. Cloths and Domestic—				
From Burma ... Chief port	yds. ...			
" Madras ... Other ports	" ...			
Shirtings—				
From Bombay ... Chief port	yds. 1,238,210	2,08,631	275,330	37,076
" Burma ... Chief port	" 1,500	425		
Other sorts—				
From Bombay ... Chief port	yds. 3,273,120	5,08,026	102,750	13,100
" Sind ... Chief port	" ...			
" Madras ... Chief port	" 1,000	400		
" Burma ... Other ports	" ...	4,735		
" Bengal ... Chief port	" 12,000	4,735		
" Bengal ... All ports	" 10,950	2,100	300	110
White (bleached)—				
Chaddars and Dhoties—				
From Bombay ... Chief port	yds. ...	145,600	0,303	
" Burma ... Chief port	" 7,700	1,437	4,400	1,120
" Bengal ... All ports	" 21,100	6,435	72,100	37,180
T. Cloths and Domestic—				
From Bombay ... Chief port	yds. 24,853	5,672		
" Burma ... Chief port	" 800	200		
" Bengal ... Other ports	" 120	50		
" All ports ... All ports	" 7,700	3,500		
Drills and Jeans—				
From Bombay ... Chief port	yds. 10,800	2,100		
" Burma ... Chief port	" 3,408	1,250		
" Bengal ... All ports	" 1,200	180		

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coasts-
wise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Manufactures—				
Piece-goods—(Contd.)				
Other sorts—				
From Bombay ... Chief port	yds. 247,500	37,044	...	3,168
" Madras ... Chief port	" 17,350	3,900	6,200	...
" Bengal ... Chief port	" 85,545	13,170	22,200	4,000
" Bengal ... All ports	" 37,000	10,710	75,700	37,025
Coloured, printed or dyed—				
Longs and Naris—				
From Bombay ... Chief port	yds. 124,616	47,030	138,530	44,069
" Madras ... Chief port	" 10,730	4,340		
" Bengal ... All ports	" ...			
Drills and Jeans—				
From Burma ... Chief port	yds. 3,500	1,650		
Other sorts—				
From Bombay ... Chief port	yds. 842,101	1,41,420	510,822	...
" Sind ... Chief port	" 2,300	1,080		
" Madras ... Chief port	" 900	700	2,088	...
" Burma ... Chief port	" 12,130	3,892	10,200	...
" Bengal ... Chief port	" 40	45		
" Bengal ... All ports	" 37,292	10,445	1,800	...
Handkerchiefs and Shawls in the piece—				
From Bombay ... Chief port	No. ...			
" Madras ... Chief port	" 450	637	240	100
Handkerchiefs and Millinery—				
From Bombay ... Chief port	...	11,550	...	4,500
" Madras ... Chief port	" ...	100	...	50
" Bengal ... Chief port	" 11,123	...	12,540	...
" Bihar and Orissa ... Chief port	" ...	240	...	20
" Travancore ... All ports	" ...	1,08,808	...	2,20,810
" All ports ... All ports	" ...	...	...	82
Other sorts of cotton piece-goods—				
From Bombay ... Chief port	...	14,550	...	10,440
" Madras ... Chief port	" ...	2,738	...	1,410
" Bengal ... Chief port	" ...	1,168	...	684
" Bengal ... All ports	" ...	3,064	...	12,231
Drugs & Medicines (excluding chemicals & narcotics)—				
From Bombay ... Chief port	...	70,072	...	53,002
" Madras ... Chief port	" ...	6,200	...	1,300
" Sind ... Chief port	" ...	6,755	...	18,061
" Madras ... Chief port	" ...	14,244	...	3,144
" Bengal ... Chief port	" ...	11,770	...	61,220
" Bengal ... All ports	" ...	150	...	15,951
" Bihar and Orissa ... All ports	" ...	3,707	...	...

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Dyeing and Tanning Materials—				
Cutch—				
From Madras ... Chief port	cwts. ...	...	21	400
" Burma ... Chief port	" 21,702	6,21,078	19,588	5,62,605
" Bengal ... All ports	" 120	4,230	245	8,286
" Bihar and Orissa ... All ports	" 6	60	...	...
" Travancore ... All ports	" ...	...	6	75
Gambier—				
From Bombay ... Chief port	cwts. 2	60	...	...
Indigo—				
From Madras ... Chief port	cwts. 286	1,11,180	2,641	12,21,314
" Burma ... Chief port	" ...	...	28	5,136
Myraballans—				
From Bombay ... Chief port	cwts. 6	245	2	50
" Madras ... Other ports	" ...	...	22	160
" Bihar and Orissa ... All ports	" 249	990	...	...
Turneric—				
From Madras ... (Chief port	cwts. 41,491	4,22,550	24,941	2,74,225
" Other ports ...	" 1,175	10,250	8,325	1,00,299
" Bengal ... All ports	" 10,460	92,872	...	...
" Bihar and Orissa ... All ports	" 1,342	18,830	2,283	24,790
" Travancore ... All ports	" ...	...	...	...
Other sorts including hydro-...				
From Bombay ... Chief port	cwts. 219	9,038	20	1,291
" Madras ... (Chief port	" 1,028	7,948	2,029	14,869
" Other ports ...	" ...	...	...	...
" Burma ... Chief port	" ...	...	15	160
" Bihar and Orissa ... All ports	" 5	420	...	...
" Bengal ... All ports	" 14	140	...	...
" Travancore ... All ports	" 2	20	18	220
Earthenware & porcelain (excluding earthenware piping)—				
From Bombay ... Chief port	...	60	...	292
" Madras ... (Chief port	" ...	...	...	...
" Other ports ...	" ...	...	...	...
" Burma ... Chief port	" ...	5,022	...	2,865
" Other ports ...	" ...	...	20	40
" Bihar and Orissa ... All ports	" ...	4,243	...	1,626
" Travancore ... All ports	" ...	180	...	116
Fodder, Bran & Pollards (including hay & straw but excluding oil cake)—				
From Bombay ... Chief port	cwts. 165	800	...	...
" Sind ... Chief port	" 146	292	...	...
" Madras ... (Chief port	" ...	...	...	...
" Other ports ...	" ...	...	...	...
" Burma ... Chief port	" 35,037	72,494	28,768	61,171
" Bengal ... Other ports	" ...	...	8,341	34,733
" Bihar and Orissa ... All ports	" 396	732	...	...

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oil cake—				
From Bombay ... Chief port	cwts. 5	103	...	...
" Madras ... Other ports	" 2,827	7,203	...	...
" Burma ... Chief port	" 15	64	4	16
" Bengal ... All ports	" 734	2,903	309	1,685
" Bihar and Orissa ... All ports	" 2,286	9,384	254	712
Fruits and Vegetables—				
Cocoanuts—				
From Bombay ... Chief port	No. 600	24	7,700	392
" Madras ... (Chief port	" ...	...	...	...
" Other ports ...	" 2,200	100	...	...
" Burma ... Chief port	" ...	...	...	...
" Bihar and Orissa ... All ports	" 1,828,354	62,981	1,689,421	71,890
Other sorts—				
From Bombay ... Chief port	...	2,500	...	80
" Madras ... (Chief port	" ...	10,903	...	...
" Other ports ...	" ...	1,500	...	7,880
" Burma ... Chief port	" ...	94,920	...	...
" Bengal ... Other ports	" ...	20	...	450
" Travancore ... All ports	" ...	675	...	...
" Pondicherry ... All ports	" ...	...	...	...
Vegetables, Fresh of all kinds—				
From Bombay ... Chief port	...	1,01,540	...	24,132
" Madras ... (Chief port	" ...	1,25,005	...	5,11,386
" Other ports ...	" ...	2,19,533	...	89,460
" Bengal ... All ports	" ...	...	...	...
" Burma ... Chief port	" ...	...	...	...
" Bihar and Orissa ... Other ports	" ...	...	...	...
" Travancore ... All ports	" ...	...	...	...
Glass and Glassware—				
From Bombay ... Chief port	...	300	...	1,700
" Madras ... (Chief port	" ...	8,303	...	...
" Other ports ...	" ...	...	...	4,959
" Burma ... Chief port	" ...	...	...	...
" Bihar and Orissa ... Other ports	" ...	792	...	481
" Travancore ... All ports	" ...	...	...	160
Grain, Pulse and Flour—				
Basley—				
From Sind ... Chief port	cwts. ...	...	...	...
" Burma ... Chief port	" 13	600	2	86
" Bengal ... All ports	" ...	...	...	...
Gram—				
From Bombay ... Chief port	cwts. 2	15	55	540
" Sind ... Chief port	" ...	1,983	11,172	7,200
" Madras ... Chief port	" ...	7,838	61,377	19,400
" Other ports ...	" ...	4,001	36,710	27,110
" Burma ... Chief port	" ...	4,065	32,209	9,661
" Bengal ... All ports	" ...	...	...	...

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Jowar and Bajra—					
From Bombay	Chief port	...	...	...	...
.. Sind	Karachi	...	...	...	...
.. Madras	Chief port	...	...	...	...
.. Other ports	...	902	3,436	...	...
.. Burma	Chief port	...	...	3,099	16,007
.. Other ports	...	...	...	3,224	15,831
.. Bengal	All ports	...	...	...	...
Pulse—					
From Bombay	Chief port	...	...	...	...
.. Sind	Karachi	...	...	...	...
.. Madras	Chief port	...	...	...	...
.. Other ports	...	225	1,125	...	...
.. Burma	Chief port	...	...	48,219	2,81,657
.. Other ports	...	...	...	...	...
.. Bengal	All ports	...	...	11,701	87,429
.. Bihar and Orissa	...	...	...	6,326	25,709
Rice in the husk (paddy)—					
From Madras	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Burma	Chief port	...	...	2,192,408	11,35,115
.. Other ports	...	...	...	154,624	4,90,715
.. Bengal	All ports	...	...	17,268	64,631
.. Bihar and Orissa	...	...	...	102	308
Rice not in the husk—					
From Bombay	Chief port	...	...	...	...
.. Sind	Karachi	...	...	...	...
.. Madras	Chief port	...	...	...	...
.. Other ports	...	1,278	5,398	...	...
.. Burma	Chief port	...	...	1,322	10,076
.. Other ports	...	...	...	1,353,083	53,29,393
.. Bengal	Chief port	...	...	809,984	43,15,252
.. Other ports	...	...	...	8,900	55,126
.. Bihar and Orissa	...	...	...	55,735	3,22,800
Wheat—					
From Bombay	Chief port	...	...	...	...
.. Sind	Karachi	...	...	101	698
.. Madras	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Burma	Chief port	...	...	69	480
.. Other ports	...	...	...	31	410
.. Bengal	All ports	...	...	...	...
.. Bihar and Orissa	...	...	...	...	...
Wheat Flour—					
From Bombay	Chief port	...	...	...	...
.. Madras	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Burma	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Bengal	All ports	...	...	...	...
Other sorts—					
From Bombay	Chief port	...	...	...	...
.. Sind	Karachi	...	...	...	...
.. Madras	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Grain and Pulse—(contd.)					
Other sorts—					
From Burma	Chief port	...	...	...	...
.. Bihar and Orissa	...	...	...	...	...
.. Bengal	All ports	...	...	...	...
Gum and Resin—					
From Bombay	Chief port	...	...	...	...
.. Madras	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Burma	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Bihar and Orissa	...	...	...	...	...
.. Bengal	All ports	...	...	...	...
Hardware and Cutlery (including agricultural implements and plated-ware)—					
From Bombay	Chief port	...	...	...	...
.. Sind	Karachi	...	...	...	...
.. Madras	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Burma	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Bengal	All ports	...	...	...	...
.. Bihar and Orissa	...	...	...	...	...
.. Travancore	...	...	...	...	...
.. Coochin	...	...	...	...	...
Hemp—					
Raw—					
From Bombay	Chief port	...	...	...	...
.. Madras	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Burma	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Bengal	All ports	...	...	...	...
Manufactures (excluding conchalg)—					
From Bombay	Chief port	...	...	...	...
.. Madras	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Burma	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Bengal	All ports	...	...	...	...
Hides and Skins, raw—					
Cow Hides—					
From Burma	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Bengal	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Bihar and Orissa	...	...	...	...	...
Buffalo hides—					
From Burma	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Bengal	All ports	...	...	...	...
Other Hides—					
From Burma	Chief port	...	...	...	...
.. Other ports	...	...	...	...	...
.. Bengal	All ports	...	...	...	...

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Hides and Skins—(cont'd.)				
Leather—				
Hides, dressed or tanned—				
From Bombay ... Chief port	cwts. ...	...	...	...
" Sind ... Karachi	" ...	...	...	...
" Burma ... Chief port	" ...	18	3,702	10
" ...	" ...	...	...	69
Skins, raw—				
Goat Skins—				
From Sind ... Karachi	cwts. ...	330	27,596	3
" Madras ... Chief port	" ...	...	18	2,800
" Burma ... (Chief port	" ...	25	2,735	12
" Bihar and Orissa ... Other ports	" ...	15	1,000	...
" Bengal ... All ports	" ...	86	4,179	15
" ...	" ...	42	5,735	1,018
Sheep Skins—				
From Burma ... Chief port	cwts. ...	24	1,356	...
Other kinds—				
From Burma ... Chief port	cwts. ...	2	400	...
" Bihar and Orissa ...	" ...	...	200	...
Skins, dressed or tanned—				
From Bombay ... Chief port	cwts. ...	...	...	...
" Sind ... Karachi	" ...	...	...	...
" Madras ... Chief port	" ...	6	780	215
" Burma ... Chief port	" ...	...	40	...
" Bihar and Orissa ... All ports	" ...	...	...	...
Unwrought—				
From Madras ... (Chief port	cwts. ...	3	624	...
" ... Other ports	" ...	...	...	46
" Burma ... Chief port	" ...	19	1,824	22
" Bengal ... All ports	" ...	6	160	2,467
Manufactures (ex boots and shoes)—				
Saddlery and harness—				
From Burma ... Chief port	" ...	...	495	420
" Bengal ... All ports	" ...	...	...	100
Other sorts—				
From Bombay ... Chief port	" ...	...	400	...
" Burma ... Chief port	" ...	...	210	2,181
" Bengal ... All ports	" ...	...	50	...
Horn tips and pieces of horn and Horncases—				
From Bombay ... Chief port	cwts. ...	...	...	...
" Madras ... Chief port	" ...	...	...	...
" Burma ... Chief port	" ...	1	24	60
" Bengal ... Other ports	" ...	...	135	...
" Bihar and Orissa ... All ports	" ...	50	680	40
" ...	" ...	...	...	445

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Instruments, Apparatus, Appliances and parts thereof—				
From Bombay ... Chief port	cwts. ...	450	...	250
" Madras ... (Chief port	" ...	...	...	...
" ... Other ports	" ...	3,312	...	3,786
" Burma ... Chief port	" ...	...	...	...
" ... Other ports	" ...	80	...	1,442
" Bengal ... All ports	" ...	...	...	420
" Bihar and Orissa ...	" ...	...	...	...
Ivory—				
Manufactured—				
From Madras ... Chief port	" ...	20	...	1,837
" From Burma ...	" ...	...	...	...
Unmanufactured—				
From Madras ... Chief port	lbs. ...	...	2,772	19,512
Jewellery and plate of gold and silver—				
From Bombay ... Chief port	" ...	...	...	100
" Madras ... Chief port	" ...	11,400	...	2,100
" Burma ... Chief port	" ...	...	...	...
" ... Other ports	" ...	...	...	...
" Bengal ... All ports	" ...	...	...	...
Jute—				
Raw—				
From Madras ... Chief port	tons ...	...	...	...
" ... Chief port	" ...	208	45,030	4
" Bengal ... All ports	" ...	8,082	10,95,315	7,308
" Bihar and Orissa ...	" ...	...	...	9,30,219
Manufactures—				
Gunny-Bags—				
From Bombay ... Chief port	No. ...	30,000	9,545	...
" Sind ... Karachi	" ...	...	...	...
" ... Chief port	" ...	500	100	...
" Madras ... Chief port	" ...	2,800	1,344	...
" ... Other ports	" ...	42,300	11,571	15,150
" Burma ... Chief port	" ...	6,515	1,251	255
" ... Other ports	" ...	144,844	20,566	219,632
" Bengal ... All ports	" ...	7,665	2,009	25,300
" Bihar and Orissa ...	" ...	...	...	6,253
Gunny-Cloth—				
From Bombay ... Chief port	yds. ...	4,000	400	...
" Madras ... Chief port	" ...	51,300	846	...
" ... Other ports	" ...	...	...	...
" Burma ... Chief port	" ...	...	...	5,500
" ... Other ports	" ...	...	...	360
Canvas—				
From Bombay ... Chief port	yds. ...	271	367	508
" From Burma ... All ports	" ...	...	...	14
Rope and Twine—				
From Bombay ... Chief port	cwts. ...	208	953	...
" Madras ... Chief port	" ...	...	...	75
" ... Chief port	" ...	8	170	500
" Burma ... Chief port	" ...	...	...	90
" Bengal ... All ports	" ...	...	...	1,840

COASTING TRADE.
IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Indian Produce and Manufactures.						
Articles and ports whence imported.			1914-15.		1913-16.	
			Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Manufactures—(contd.)						
Other kinds—						
From Burma	..	Chief port	cwts.	...	5	10
Lags—						
Sticks—						
From Bombay	..	Chief port	cwts.	...	...	...
From Burma	..	Chief port	...	1,493	33,345	10,616
	..	Other ports	...	...	...	2,13,735
Other kinds (ex locally)—						
From Bombay	..	Chief port	cwts.	...	...	...
From Burma	..	Chief port	...	...	17	100
	..	All ports	...	...	...	...
Ligures—						
As. Pear and Porter—						
From Bombay	..	Chief port	gals.	253	388	30
From Madras	..	Chief port	...	...	467	187
From Bengal	..	All ports	...	101	274	285
	..		...	...	...	880
Spirits—						
Other sorts—						
From Madras	..	Chief port	gals.	...	1,794	19,000
From Bengal	..	Other ports	...	4,516	68,031	1,194
From Burma	..	All ports	...	9,389	1,033	5,019
	..	Chief ports	...	50	1,540	21
Other sorts of liquors—						
From Bengal	..	All ports	gals.	18	310	73
	..		...	...	...	216
Machinery and Millwork—						
From Bombay	..	Chief port	...	...	...	100
From Madras	..	Chief port	...	...	...	...
From Bengal	..	Other ports	...	...	1,462	80
From Burma	..	Chief port	...	...	...	...
From Travancore	..	Chief port	...	...	18,882	13,318
From Orissa	..	Other ports	...	...	...	150
	..	All ports	...	...	1,547	...
	..		...	...	300	...
	..		...	...	...	639
Manners—						
Peas—						
From Bombay	..	Chief port	tons	40	6,599	...
From Madras	..	Other ports	...	...	9,892	...
From Bihar and Orissa	..	Chief port	...	11	542	4
From Burma	..	All ports	...	1	100	178
	..	Other ports	...	...	...	...
	..		...	...	...	18
	..		...	...	...	750
Other kinds—						
From Bombay	..	Chief port	Tons	...	...	...
From Madras	..	Other ports	...	...	...	...
From Bengal	..	Chief port	...	108	16,601	350
From Burma	..	Chief port	...	...	...	46,564
	..	Other ports	...	...	...	...

COASTING TRADE
IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

[illegible]

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coasts from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals (except iron).				
Tin—				
From Burma ... Chief port tons	242	3,678	3	311
" Bengal ... All ports	2,004	4,703	149	538
Unwrought block—				
From Bombay ... Chief port cwts.	435	59,106	388	51,835
" Burma ... Other ports	28	7,810	...	...
Wrought (including plates or sheets not being tinned iron)—				
From Burma ... Chief port cwts.	20	451	204	3,037
" Bengal ... All ports	...	...	12	154
Metals, Unenumerated—				
From Bombay ... Chief port cwts.	41	45	103	3,990
" Burma ... Chief port	2	825	4	71
" Bihar and Orissa ... Other ports	1	240	138	9,090
" Bengal ... All ports	67	1,510	61	5,831
Oil—				
From Madras ... Other ports gals.	15,163	14,409	9,932	9,989
" Coochin ... Mallyapuram	...	...	4,947	5,032
Essential—				
From Bombay ... Chief port gals.	270	8,179	68	4,802
" Burma ... Chief port	124	120	...	...
" Bihar and Orissa ... Chief ports	3	160	1	22
Mineral—				
From Burma ... Chief port gals.	53,248,435	1,94,16,839	59,091,188	2,08,71,684
" Bengal ... All ports	4,631	2,145	103,353	1,10,314
Lubricating Oil—				
From Bombay ... Chief port gals.	687,587	4,92,926	...	...
" Madras ... Chief port	...	...	208	87
" Burma ... Chief port	...	...	904,202	5,70,408
" Bengal ... All ports	6,566	10,578	3,004	4,729
Paraffin wax—				
From Burma ... Chief port cwts.	240	6,435	182	4,500
" Bengal ... All ports	5	373	...	...
Petrol—				
From Burma ... Chief port gals.	975,593	8,79,832	1,043,998	9,54,278
Other kinds—				
From Bombay ... Chief port gals.	...	...	180	126
" Madras ... Chief port	3,770,717	30,42,112	4,327,422	23,83,912
" Burma ... Other ports	...	...	...	...
" Bengal ... All ports	14,705	5,315	35,564	16,697

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coasts from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oils—(continued.)				
Vegetable, non essential—				
From Bombay ... Chief port gals.	990	2,000	...	...
" Madras ... Other ports	1,161	1,406	1,946	534
" Burma ... Chief port	3,347	6,274	2,447	4,303
" Bengal ... All ports	...	...	...	...
Coconut—				
From Bombay ... Chief port gals.	3,390	5,650	...	...
" Madras ... Chief port	835,630	19,50,543	348,249	7,73,100
" Burma ... Other ports	3,044	9,339	1,541	5,057
" Bengal ... All ports	37,768	86,777	44,489	1,06,878
" Coochin ... All ports	59,341	1,21,146	18,331	39,206
" Bihar and Orissa ... Mallyapuram	30	100	...	...
Earth nut or Ground nut—				
From Bombay ... Chief port gals.	...	...	...	...
" Madras ... Chief port	79,015	1,42,532	52,682	76,080
" Burma ... Other ports	2,305	2,650	622	252
" Bengal ... All ports	...	...	...	...
Linseed—				
From Sind ... Karachi gals.	10	25	4,691	5,154
" Burma ... Chief port	60	38	...	...
" Bengal ... Other ports	2,167	5,444	2,187	6,630
Mustard or Rape—				
From Bombay ... Chief port gals.	...	...	825	1,301
" Burma ... Other ports	105	228	681	1,200
" Bengal ... All ports	157,719	3,29,077	234,278	4,24,300
" Bihar and Orissa ... All ports	...	...	37	96
Til or Jintili—(Sesamum)—				
From Bombay ... Chief port gals.	224	469	...	...
" Madras ... Chief port	...	...	180	...
" Burma ... Other ports	121	180	...	...
" Bengal ... All ports	196	579	184	385
Other sorts—				
From Bombay ... Chief port gals.	740	1,351	74	1,801
" Sind ... Chief port	110	150	...	...
" Madras ... Other ports	87	210	...	...
" Burma ... Chief port	2,111	4,487	...	...
" Bengal ... Other ports	2,898	5,100	1,161	1,693
" Bihar and Orissa ... All ports	9,791	16,896	10,759	18,850
" Coochin ... Mallyapuram	444	1,674	24	40
" Bihar and Orissa ... All ports	...	...	635	649

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Paints and Colours (including painters' materials)—				
From Bombay ... Chief port	...	13,148	...	7,491
" Madras ... Chief port	...	56	...	125
" ... Other ports	...	959	...	332
" Burma ... Chief port	...	2,116	...	10,149
" ... Other ports	...	25	...	15
" Bengal ... All ports	...	7,136	...	9,578
" Bihar and Orissa	354	...	354
" Travancore ... Alleppey	...	286	...	...
Paper and Pasteboard—				
Printing Paper—				
From Bombay ... Chief port cwt.
" Madras ... Chief port	...	1	...	100
" ... Other ports	...	18	...	352
" Bengal ... All ports	130
Writing Paper and Envelopes—				
From Bombay ... Chief port	790
" Madras ... Chief port	...	68	...	45
" ... Other ports	...	15,257	...	15,735
" Bengal ... All ports
Other kinds of paper—				
From Bombay ... Chief port cwt.	...	8	...	420
" Madras ... Chief port	...	68	...	2,390
" ... Other ports	...	2	...	165
" Bengal ... All ports	...	4	...	50
" Bihar and Orissa	10	...	122
Pasteboard, millboard, &c.—				
From Bombay ... Chief port cwt.	...	2	...	450
" Madras ... Chief port	...	40	...	300
" Bengal ... All ports
" Travancore ... Alleppey
Perfumery—				
From Bombay ... Chief port	16,578
" Madras ... Chief port
" ... Other ports
" Burma ... Chief port	407
" ... Other ports
" Bengal ... All ports
" Travancore ... Alleppey
Pitch, Tar and Dammar—				
From Madras ... Other ports cwt.	35
" ... Chief port	...	1,731	...	9,477
" Bengal ... All ports	...	1,800	...	12,124
" Bihar and Orissa	2,265
Provisions and Oilman's Stores—				
Butter—				
From Bombay ... Chief port lbs.
" Madras ... Chief port
" ... Other ports

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Provisions and Oilman's Stores—(contd.)				
Cheese—				
From Bombay ... Chief port lbs.
" Madras ... Chief port	...	784	...	565
" ... Other ports
Fat-meat and shark-fine—				
From Bombay ... Chief port cwt.
" Madras ... Chief port
" ... Other ports
" Bengal ... All ports	...	32	...	3,650
Dried fish (salted)—				
From Bombay ... Chief port cwt.
" Madras ... Chief port	...	10	...	140
" ... Other ports
" Bengal ... All ports	...	617	...	5,377
" Bihar and Orissa	167	...	1,610
" Travancore ... Alleppey	...	131	...	1,614
Dried fish (unsalted)—				
From Bombay ... Chief port cwt.
" Madras ... Chief port	...	4,610	...	53,221
" ... Other ports	...	2,254	...	38,138
" Bengal ... All ports
" Bihar and Orissa
" Travancore ... Alleppey
Fruits and Vegetables (dried, salted or preserved)—				
From Bombay ... Chief port cwt.
" Madras ... Chief port
" ... Other ports
" Bengal ... All ports
" Bihar and Orissa
" Travancore ... Alleppey
Ghee—				
From Bombay ... Chief port lbs.
" Madras ... Chief port
" ... Other ports
" Bengal ... All ports
" Bihar and Orissa
" Travancore ... Alleppey
Other sorts of provisions—				
From Bombay ... Chief port cwt.
" Madras ... Chief port
" ... Other ports
" Bengal ... All ports
" Bihar and Orissa
" Travancore ... Alleppey

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Provisions—(contd.)				
Other sorts of provisions—				
From Bihar and Orissa ...	cwts. 3	240	14	345
" Bengal ... All ports	1,611	27,164	2,184	32,815
" Transvaal ... All ports	...	40	...	...
Rags and other materials for making paper—				
From Bombay ... Chief port	cwts. ...	...	...	...
" Madras ... Chief port	...	...	...	...
" Burma ... Chief port	...	...	...	...
Railway Plant and Rolling-stock—				
From Bombay ... Chief port	...	2,436	...	...
" Madras ... Chief port	...	41,692	...	...
" Burma ... Chief port	...	4,644	...	...
" Bengal ... Chief port	...	28,545	1,870	1,700
" Bengal ... All ports	...	907	...	92
Salt—				
From Bombay ... Chief port	tons 32,087	12,06,822	15,802	6,52,873
" Madras ... Chief port	9,621	2,25,674	11,623	2,56,856
" Bengal ... All ports	27	1,308	2	380
Seeds—				
Essential—				
From Bombay ... Chief port	cwts. 1,327	15,880	40	620
" Madras ... Chief port	3,700	40,636	1,216	12,510
" Bengal ... All ports	6	92	...	...
Coriander—				
From Bombay ... Chief port	cwts. ...	...	2	34
" Madras ... Chief port	...	60	...	700
" Bengal ... All ports	...	180	...	2,414
" Burma ... Chief port	124	754	...	...
Fennel—				
From Bombay ... Chief port	cwts. 2,949	22,347	739	11,480
Comm—				
From Bombay ... Chief port	cwts. 4,233	1,72,380	1,120	55,151
" Madras ... Chief port	35	636	...	...
" Burma ... Chief port	49	456	2	100
" Bihar and Orissa ... All ports	55	501	...	...
" Bengal ... All ports	229	4,535	4	40
Fenugreek—				
From Bombay ... Chief port	cwts. 639	6,745	168	1,910
" Madras ... Chief port	29	825	...	...
" Burma ... Chief port	12	96	...	...
Other sorts—				
From Bombay ... Chief port	cwts. 557	8,652	803	8,676
" Burma ... Chief port	606	5,824	...	...
" Bengal ... All ports	...	...	4	75

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Seeds—(contd.)				
Essential—				
From Bombay ... Chief port	cwts. ...	...	...	...
" Madras ... Chief port	...	1,174	...	2,180
" Burma ... Chief port	...	12,000	...	8,634
" Burma ... Chief port	...	...	...	81,900
Ottom—				
From Bombay ... Chief port	cwts. 216	2,640	...	...
" Madras ... Chief port	...	2,948	...	6,516
" Bengal ... All ports	12	84	...	...
" Bihar and Orissa ... All ports	...	...	92	603
Laced—				
From Bombay ... Chief port	cwts. 470	6,738	...	...
" Bihar and Orissa ... All ports	...	...	...	...
Mustard—				
From Bombay ... Chief port	cwts. 40	880	...	...
" Madras ... Chief port	...	240	...	...
" Madras ... Other ports	...	2,100	...	1,581
" Burma ... Chief port	...	2,519	...	...
" Bengal ... All ports	...	...	...	...
Niger—				
From Bombay ... Chief port	cwts. 3,638	32,150	...	...
" Madras ... Chief port	9,194	78,172	9,065	67,770
" Madras ... Other ports	...	...	...	...
Rape—				
From Bombay ... Chief port	cwts. 1,882	16,620	900	7,148
" Madras ... Chief port	4,707	41,915	...	...
" Madras ... Other ports	1,756	16,440	...	...
Til or Hing—				
From Bombay ... Chief port	cwts. 698	4,256	...	...
" Madras ... Chief port	232	2,691	127	1,698
" Bihar and Orissa ... All ports	...	...	...	...
" Burma ... Chief port	...	...	...	24
Berth-out or Ground-out—				
From Bombay ... Chief port	cwts. 971,743	89,42,845	426,682	85,340
" Madras ... Chief port	11,635	1,09,187	32,632	35,020
" Madras ... Other ports	...	...	...	2,15,794
" Burma ... Chief port	...	...	...	...
" Bengal ... All ports	...	...	...	...
Copra or Coconut Kernel—				
From Bombay ... Chief port	cwts. 72	870	...	...
" Madras ... Chief port	49	670	...	...
" Madras ... Other ports	...	4,002	...	2,500
" Madras ... All ports	...	1,893	...	881
" Bengal ... Chief port	...	27,886	...	13,192
Other sorts—				
From Bombay ... Chief port	cwts. 1,095	15,427	...	...
" Madras ... Chief port	...	...	...	...
" Madras ... All ports	...	...	...	...
" Bengal ... Chief port	...	...	...	...

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coasts from Indian Ports into the Bengal Presidency in the official years 1913-14 and 1914-15.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15		1913-16	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Seeds—(cansd.)				
Non-cereal—				
Other sorts—				
From Madras	Chief port	191	1,064	72
Other ports	929	8,447	319	3,343
From Madras	Chief port	342	5,280	3,009
Other ports	342	5,280	3,009	30,074
Shells and Cowries—				
From Bombay	Chief port	...	...	320
Other ports	...	994	...	3,000
From Madras	Chief port	...	...	20,965
Other ports	...	42,965	...	4,200
From Bengal	Chief port	...	...	1,024
Other ports	...	80	...	48
Silk—				
From Bombay	Chief port	4,900	21,700	4,293
Other ports	...	...	...	14,200
From Madras	Chief port	...	...	...
Other ports	...	...	...	...
Manufactures—				
Piece goods—				
From Bombay	Chief port	...	...	182
Other ports	...	...	...	204
From Madras	Chief port	...	...	...
Other ports	...	...	...	...
Other sorts—				
From Madras	Chief port	328	4,000	295
Other ports	1,006	1,500	...	400
Soap—				
From Bombay	Chief port	1	112	5
Other ports	...	...	...	59
From Madras	Chief port	...	...	...
Other ports	...	...	...	...
Spices—				
From Bombay	Chief port	35,098	8,822	40,098
Other ports	...	...	...	12,904
From Madras	Chief port	67,196	18,130	15,194
Other ports	...	...	...	1,839
From Madras	Chief port	776,641	87,462	401,827
Other ports	...	...	...	49,006
From Madras	Chief port	1,047,313	1,21,240	426,369
Other ports	...	...	...	46,467
Cardamoms—				
From Bombay	Chief port	2,184	3,548	...
Other ports	...	...	...	...
From Madras	Chief port	145,909	3,05,989	3,20,388
Other ports	...	...	...	14,196
From Madras	Chief port	68,124	2,03,454	7,050
Other ports	...	...	...	1,500
From Madras	Chief port	20,014	48,092	67,426
Other ports	...	...	...	1,05,437
From Madras	Chief port	1,520	1,810	1,245
Other ports	...	...	...	...

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coasts from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15		1915-16	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Seeds—(cansd.)				
Non-cereal—				
Other sorts—				
From Madras	Chief port	90,715	4,920	29,284
Other ports	...	...	...	1,594
From Madras	Chief port	3,309	480	...
Other ports	...	...	...	...
Paper—				
From Bombay	Chief port	4,480	1,000	...
Other ports	...	...	...	...
From Madras	Chief port	23,254	5,700	30,072
Other ports	...	...	...	5,080
From Madras	Chief port	389,022	2,61,222	27,216
Other ports	...	...	...	9,500
From Madras	Chief port	1,568	440	1,008
Other ports	...	...	...	...
From Madras	Chief port	1,290,850	3,30,350	126,688
Other ports	...	...	...	50,000
From Madras	Chief port	101,100	34,420	86,940
Other ports	...	...	...	33,334
Oil—				
From Bombay	Chief port	52,931	8,335	35,280
Other ports	...	...	...	5,365
From Madras	Chief port	188,014	31,283	75,162
Other ports	...	...	...	15,167
From Madras	Chief port	8,852,702	5,46,420	28,072
Other ports	...	...	...	4,616
From Madras	Chief port	418,880	63,237	135,755
Other ports	...	...	...	49,888
From Madras	Chief port	...	...	343,297
Other ports	...	...	...	45,259
Other sorts—				
From Bombay	Chief port	16,024	4,640	19,264
Other ports	...	...	...	4,495
From Madras	Chief port	144	100	...
Other ports	...	...	...	...
From Madras	Chief port	208,355	22,450	283,422
Other ports	...	...	...	82,831
From Madras	Chief port	1,120	600	337
Other ports	...	...	...	115
From Madras	Chief port	1,792	100	...
Other ports	...	...	...	...
Stationery (ex-paper)—				
From Bombay	Chief port	...	1,865	...
Other ports	...	...	...	400
From Madras	Chief port	...	...	...
Other ports	...	...	...	...
From Madras	Chief port	...	2,135	...
Other ports	...	...	...	1,598
From Madras	Chief port	...	5,820	...
Other ports	...	...	...	7,636
From Madras	Chief port	...	14	...
Other ports	...	...	...	...
Stone and Marble—				
From Bombay	Chief port	31	420	...
Other ports	...	...	...	150
From Madras	Chief port	10	80	...
Other ports	...	...	...	2,885
From Madras	Chief port	1,289	3,016	775
Other ports	...	...	...	1,392
Sugar, (16 Dutch standard and above)—				
From Bombay	Chief port	2,450	53,592	3,088
Other ports	...	...	...	77,088
From Madras	Chief port	204	4,000	...
Other ports	...	...	...	...
From Madras	Chief port	56,741	749,019	46,324
Other ports	...	...	...	8,18,415

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Sugar, (15 Dutch standard and above)—(concl'd.)				
From Bombay ... Chief port cwt.	1,536	24,221	3,642	54,627
" Other ports ..	30	...	...	...
" All ports ..	35,016	2,60,919	31,346	5,01,655
Sugar, (15 Dutch standard and below)—				
From Bombay ... Chief port cwt.	1	20	...	...
" Madras ... Chief port ..	3,749	51,828	...	...
" Other ports ..	364	2,435	80	800
" All ports ..	42,625	2,19,262	33,369	1,57,910
Tallow and stearine including grease and animal fat—				
From Bombay ... Chief port cwt.	67	1,415	292	3,870
" Sind ... Chief port ..	...	...	616	10,415
" Madras ... Chief port ..	599	12,692	...	...
" Other ports ..	...	...	19	380
" All ports ..	768	28,137	1,144	33,991
" Bihar and Orissa ... All ports ..	3	45	1	20
Tea, (black)—				
From Bombay ... Chief port lbs.	4,920	1,755	...	...
" Kanool ... Chief port ..	8,798	2,175	...	...
" Madras ... Chief port ..	21,267	10,910	7,774	7,294
" Other ports ..	3,965	1,347	8,436	3,092
" All ports ..	38,416	12,916	2,000	1,291
" Bihar and Orissa ... All ports ..	180	90	...	...
Tobacco—				
Unmanufactured—				
From Bombay ... Chief port lbs.	5,488	783	12,200	872
" Madras ... Chief port ..	1,799,472	2,10,643	889,069	1,11,878
" Other ports ..	21,716	3,435	277,185	30,611
" All ports ..	67,708	3,854	28,268	3,445
Manufactured—				
Cigars				
From Bombay ... Chief port lbs.	...	...	31,757	60,405
" Madras ... Chief port ..	40,577	77,671	...	...
" Other ports ..	764	1,038	...	...
" All ports ..	58,828	43,830	21,777	47,063
Cigarettes—				
From Bombay ... Chief port lbs.	15,220	23,165	14,591	26,083
" Madras ... Chief port ..	240	204	...	...
" Other ports ..	...	...	...	...
" All ports ..	...	...	...	...
" Bihar and Orissa ... All ports ..	...	...	...	...
Other articles—				
From Bombay ... Chief port lbs.	1,000	618	330	1,439
" Madras ... Chief port ..	8,291	7,289	2,962	8,213
" Other ports ..	250	762	...	...
" All ports ..	82	150	290	290
" Bihar and Orissa ... All ports ..	...	...	30	29
From Bombay ... Chief port lbs.	3,820	450	...	...
" Madras ... Chief port ..	106,030	11,657	24,842	4,839
" Other ports ..	...	...	224	30
" All ports ..	17,851	2,725	9,571	1,222

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Textiles and Requisites for Ganges—				
From Bombay ... Chief port cwt.	...	4,972	...	1,000
" Madras ... Chief port ..	...	150	...	448
" Other ports ..	...	1,604	...	7,370
" All ports ..	...	30	...	360
" Bihar and Orissa ... All ports ..	...	10	...	...
" Travancore ... All ports ..	...	66	...	...
Wax of all kinds, other than paraffin wax (excluding emuls)—				
From Bombay ... Chief port cwt.	344	11,092	35	1,120
" Madras ... Chief port ..	...	4,369	...	34,843
" Other ports ..	1,268	19,137	...	...
" All ports ..	...	290	15	388
Wood and Timber, (other than railway sleepers)—				
From Bombay ... Chief port c. tons	3	624	24	2,900
" Madras ... Chief port ..	...	...	67	7,490
" Other ports ..	21,070	35,06,027	24,440	36,84,296
" All ports ..	9,402	15,21,031	11,094	19,85,898
" Bihar and Orissa ... All ports ..	...	1,175	127	14,294
" Travancore ... All ports ..	7	560	...	1,176
Other Timber—				
From Bombay ... Chief port c. tons	...	...	...	...
" Madras ... Chief port ..	...	...	...	...
" Other ports ..	...	...	...	...
" All ports ..	...	...	...	...
" Bihar and Orissa ... All ports ..	...	...	...	...
" Travancore ... All ports ..	...	...	...	...
" Mallyparam ... All ports ..	...	...	...	...
" Coochin ... All ports ..	...	...	...	...
" Madras ... All ports ..	...	...	...	...
" Bengal ... All ports ..	...	...	...	...
" Bihar and Orissa ... All ports ..	...	...	...	...
" Travancore ... All ports ..	...	...	...	...
" Mallyparam ... All ports ..	...	...	...	...
" Coochin ... All ports ..	...	...	...	...
Ornaments—				
Sandals—				
From Bombay ... Chief port cwt.	...	56,102	...	33,109
" Madras ... Chief port ..	...	22,846	...	25,633
" Other ports ..	...	390	...	...
" All ports ..	...	1,264	...	...
Other kinds—				
From Bombay ... Chief port cwt.	...	1,375	...	3,160
" Madras ... Chief port ..	...	1,350	...	298
" Other ports ..	...	...	...	...
" All ports ..	...	...	...	...
" Bihar and Orissa ... All ports ..	...	...	...	...
" Travancore ... All ports ..	...	...	...	...
" Mallyparam ... All ports ..	...	...	...	...
" Coochin ... All ports ..	...	...	...	...
Manufactures of wood, other than furniture and				
" Madras ... Chief port cwt.	...	903	...	392
" Other ports ..	...	603	...	75
" All ports ..	...	79,291	...	93,724
" Bihar and Orissa ... All ports ..	...	9,029	...	2,312
" Travancore ... All ports ..	...	114	...	8,208
" Mallyparam ... All ports ..	...	15,040	...	2,141
" Coochin ... All ports ..	...	12,700	...	1,745
" Travancore ... All ports ..	...	1,645	...	633
" Bihar and Orissa ... All ports ..	...	...	...	...
" Mallyparam ... All ports ..	...	...	...	...
" Coochin ... All ports ..	...	...	...	...

Articles and ports whence imported.		Indian Produce and Manufactures.			
		1911-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Wool—					
Raw—					
From Madras	Chief port	Rs.		14,000	3,000
	Barnas	3,285	640		
Manufactures—					
From Bombay	Chief port				
	Sind				
	Barnas	1,894			
	Barnas	Chief port	4,246		2,340
		Other ports	205		
From Bengal	All ports				
All other articles of merchandise—					
Manufactured—					
From Bombay	Chief port		1,587		640
	Sind				
	Madras	Other ports	18,027		51,000
		Other ports	30,903		87,800
	Barnas	Chief port	6,078		6,800
		Other ports	360		
	Bengal	All ports	2,000,174		1,36,622
	Transvaire				
	Bihar and Orissa				
	Cochin	Alibey	285		
		Mallypnam			
Manufactured—					
From Bombay	Chief port		2,342		3,917
	Sind		525		
	Madras	Chief port	1884		2,068
		Other ports	54		
	Barnas	Chief port	27,280		30,292
		Other ports	3,145		
	Transvaire				
	Bengal	All ports	11,240		5,317
	Bihar and Orissa		307		845
Total merchandise—					
From Bombay	Chief port		71,40,755		35,92,000
	Sind				
	Madras	Chief port	1,59,286		60,287
		Other ports	1,11,28,213		63,32,037
	Barnas	Chief port	1,032,605		9,05,660
		Other ports	9,61,74,005		9,60,68,665
	Bengal	All ports	75,00,550		1,42,34,300
	Transvaire		52,72,188		57,61,197
	Bihar and Orissa	Alibey	6,500		6,775
	Cochin	Quilon	14,40,227		15,78,755
		Mangod			
	Kathivhar	Porewarer	698		
		Uluwarer			
	Dwarika	Dwarika	7,384		2,800
			233		1,024
	Bihar and Orissa		15,83,007		14,50,284
	Cochin		1,06,620		20,785
	Gon				
Grand Total of Merchandise			1,06,15,451		1,12,92,100

Articles and ports to which exported.		Foreign Merchandise.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Animals, living—					
Horses—					
To Burma	Chief port	No.	1,000	5	4,000
Bengal	All ports	"	"	1	50
Other kinds—					
To Burma	Chief port	No.	50	2	1
Bengal	All ports	"	"	10	1
Apparel (including drapery uniforms, etc., but excluding hosiery)—					
To Bombay	Chief port	"	4,916	...	4
Sind	Karachi	"	53	...	1
Madras	Chief port	"	150	...	2
" Other ports	"	"	41,556	...	1,83,300
Burma	Chief port	"	31,463	...	22,750
" Other ports	"	"	24,691	...	62,500
Bengal	All ports	"	1,62,800	...	68,000
Bihar and Orissa	"	"	"	...	"
Arms, Ammunition and Military Stores—					
To Burma and parts thereof—					
To Sind	Karachi	"	100	...	8
" Burma	Chief port	"	13,720	...	81
" Other ports	"	"	2,478	...	17
Bengal	All ports	"	120	...	...
Bihar and Orissa	"	"	"	...	"
Commodities—					
To Burma	Other ports	Dos.	...	...	...
Bengal	All ports	"	...	...	...
Dynamite and all other Explosives—					
To Burma	Chief port	cwts.	...	...	...
Other wares—					
To Madras	Other ports	"	1,850	...	4
" Burma	Chief port	"	802	...	6
" Other ports	"	"	98	...	...
Bengal	All ports	"	106	...	...
Bihar and Orissa	"	"	"	...	"
Art. wares of—					
To Bombay	Chief port	"	250	...	...
" Madras	Chief port	"	4,147	...	...
" Burma	Chief port	"	30	...	...
" Other ports	"	"	"	...	"
Bengal	All ports	"	"	...	"
Beets and Sticks—					
To Bombay	Chief port	prs.	1,679	4,500	...
" Madras	Chief port	"	1,307	7,733	130
" Burma	Chief port	"	2,480	6,780	700
" Other ports	"	"	"	...	...
Bengal	All ports	"	"	...	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Books and printed matter (including maps and charts)—				
To Bombay .. Chief port .. cwt.	10	3,038	..	..
" Sind .. Karachi .. "	2	50	4	100
" Madras .. Chief port .. "	10	3,030	22	5,751
" .. Other ports .. "	..	32	..	..
" .. Other ports .. "	242	40,083	287	53,063
" .. Other ports .. "	75	1,925	17	1,072
" .. All ports .. "	..	60	25	2,755
" .. Bihar and Orissa .. "	2	200	..	50
" .. Travancore .. Allephey .. "	..	..	..	..
Building and Engineering materials (other than of iron, steel or wood)—				
To Bombay .. Chief port .. "	..	2,800	..	..
" .. Madras .. Chief port .. "	..	153	..	2,531
" .. Other ports .. "	..	300	..	1,030
" .. Madras .. Chief port .. "	..	21,355	..	22,828
" .. Other ports .. "	..	14,330	..	2,551
" .. All ports .. "	..	9,110	..	17,263
" .. Bihar and Orissa .. "	..	448	..	2,303
" .. Pondicherry .. "	..	2,355	..	..
" .. Kathiawar .. Porbander .. "	..	..	..	..
Cabinetware and Furniture—				
To Bombay .. Chief port .. "	..	20	..	100
" .. Sind .. Karachi .. "	..	..	..	100
" .. Madras .. Chief port .. "	..	..	..	210
" .. Other ports .. "	..	..	..	..
" .. Madras .. Chief port .. "	..	5,542	..	5,910
" .. Other ports .. "	..	1,230	..	2,303
" .. All ports .. "	..	361	..	540
Carriages and Carts (excluding railway carriages and parts thereof)—				
To Bombay .. Chief port .. "	..	1,800	..	..
" .. Sind .. Karachi .. "	..	..	..	31,736
" .. Madras .. Chief port .. "	..	20,040	..	2,790
" .. Other ports .. "	..	2,790	..	189
" .. Madras .. Chief port .. "	..	2,62,180	..	3,27,401
" .. Other ports .. "	..	13,820	..	10,502
" .. All ports .. "	..	12,007	..	12,000
" .. Bihar and Orissa .. "	..	380	..	300
" .. Travancore .. Colachel .. "	..	..	..	..
Chemicals and chemical preparations (ex chemical manures and medicines)—				
To Bombay .. Chief port .. "	..	2,740	..	400
" .. Sind .. Karachi .. "	..	551	..	..
" .. Madras .. Chief port .. "	..	918	..	7,037
" .. Other ports .. "	..	..	..	282
" .. Madras .. Chief port .. "	..	41,578	..	84,679
" .. Other ports .. "	..	3,282	..	4,282
" .. All ports .. "	..	1,638	..	7,477
" .. Pondicherry .. "	..	2,541	..	918
" .. Bihar and Orissa .. "	..	16,360	..	32,013
" .. Travancore .. Allephey .. "	..	..	..	..

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Clocks and Watches—				
To Bombay .. Chief port .. No.	900	1,687	..	..
" .. Madras .. Chief port .. "	..	..	..	..
" .. Other ports .. "	2,880	7,092	8,691	18,104
" .. Madras .. Chief port .. "	..	79	72	380
" .. Other ports .. "	..	..	1	30
" .. Bihar and Orissa .. All ports .. "	..	..	..	..
Cords, real—				
To Bombay .. Chief port .. Nos.	..	..	..	..
" .. Madras .. Chief port .. "	..	..	..	..
" .. Bihar and Orissa .. Chief port .. "	..	..	..	..
Cables and rope of vegetable fibre (excluding jute and cotton)—				
To Bombay .. Chief port .. cwt.	..	..	..	..
" .. Madras .. Chief port .. "	..	..	..	..
" .. Other ports .. "	2	300	5	206
" .. Madras .. Chief port .. "	182	2,802	174	3,196
" .. Other ports .. "	7	222	73	1,000
" .. Bihar and Orissa .. All ports .. "	..	..	..	..
Cotton—				
Raw—				
To Bombay .. Chief port .. cwt.	9	103	..	..
" .. Madras .. Chief port .. "	..	2,150	..	..
" .. Other ports .. "	..	..	..	..
Spun—				
To Bombay .. Chief port .. Nos.	112	265	..	..
" .. Madras .. Chief port .. "	1,009	1,400	..	..
" .. Other ports .. "	5,313	3,540	9,808	7,210
" .. Madras .. Chief port .. "	457,883	3,82,046	291,942	2,75,378
" .. Other ports .. "	102,715	70,261	148,740	20,053
" .. All ports .. "	34,403	41,051	69,853	78,410
" .. Bihar and Orissa .. All ports .. "	..	..	..	..
Twist and Yarn—				
To Bombay .. Chief port .. Nos.	..	..	..	..
" .. Madras .. Chief port .. "	2,770,220	5,12,323	3,850,966	6,05,722
" .. Other ports .. "	457,883	3,82,046	291,942	2,75,378
" .. Madras .. Chief port .. "	102,715	70,261	148,740	20,053
" .. Other ports .. "	..	..	..	..
" .. Bihar and Orissa .. All ports .. "	..	..	..	..
Manufactures—				
Piece goods—				
To Bombay .. Chief port .. yds.	173,800	13,630	11,290	1,751
" .. Madras .. Chief port .. "	2,770,220	5,12,323	3,850,966	6,05,722
" .. Other ports .. "	457,883	3,82,046	291,942	2,75,378
" .. Madras .. Chief port .. "	102,715	70,261	148,740	20,053
" .. Other ports .. "	..	..	..	..
" .. Bihar and Orissa .. All ports .. "	..	..	..	..
Grey (unbleached)—				
To Bombay .. Chief port .. yds.	..	..	..	..
" .. Madras .. Chief port .. "	2,770,220	5,12,323	3,850,966	6,05,722
" .. Other ports .. "	457,883	3,82,046	291,942	2,75,378
" .. Madras .. Chief port .. "	102,715	70,261	148,740	20,053
" .. Other ports .. "	..	..	..	..
" .. Bihar and Orissa .. All ports .. "	..	..	..	..
White (bleached)—				
To Bombay .. Chief port .. yds.	18,854	1,841	74,780	10,650
" .. Madras .. Chief port .. "	36,000	9,000	..	..
" .. Other ports .. "	..	..	..	..
" .. Madras .. Chief port .. "	815,632	1,63,207	1,161,022	2,14,107
" .. Other ports .. "	7,275	1,830	32,440	5,830
" .. Madras .. Chief port .. "	185,190	65,297	424,189	1,08,920
" .. Other ports .. "	..	..	..	..
" .. Bihar and Orissa .. All ports .. "	..	..	..	..
" .. Pondicherry .. "	..	..	..	..

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—				
Manufactures—				
Piece-goods—(Cotton.)				
Coloured, printed or dyed—				
To Bombay .. Chief port .. yds.	8,181	1,116	65,302	32,690
.. " .. Karachi ..	18,720	3,933	...	...
.. Madras .. Other ports ..	...	...	...	...
.. " .. Chief port ..	275,863	1,44,611	1,411,035	3,31,396
.. " .. Other ports ..	84,988	17,470	11,319	1,980
.. Bengal .. All ports ..	285,709	35,177	60,640	8,790
Handkerchiefs and Shavels in the piece—				
To Burma .. Chief port .. No.	3,129	1,878	8,045	4,445
.. Bengal .. All ports ..	1,200	2,200	...	...
Other sorts—				
To Bombay .. Chief port ..	...	300	...	12,974
.. " .. Karachi ..	...	...	...	1,290
.. Madras .. Other ports ..	...	43,830	...	70,928
.. " .. Chief port ..	...	42,446	...	25,690
.. " .. Other ports ..	...	8,378	...	30,641
.. Bengal .. All ports ..	...	28	...	...
.. Bihar and Orissa ..	...	...	...	...
Drugs and Medicines (excluding Chemicals and Narcotics)—				
Complete—				
To Bombay .. Chief port .. lbs.	4,200	7,330	4,676	4,130
.. " .. Other ports ..	15,120	16,000	...	...
.. Madras .. Chief port ..	112	150	...	...
.. " .. Other ports ..	25,051	30,168	35,256	29,507
.. " .. Chief port ..	50	70	231	265
.. Bengal .. All ports ..	183	300	1,080	1,640
.. " .. Other ports ..	...	...	...	...
.. " .. Chief port ..	...	108	...	7,171
.. Madras .. Other ports ..	...	33,031	...	8,646
.. " .. Chief port ..	...	150	...	360
.. Bengal .. Other ports ..	...	62,971	...	1,25,727
.. " .. Chief port ..	...	50,381	...	45,290
.. " .. Other ports ..	...	2,430	...	6,499
.. Bengal .. All ports ..	...	3,000	...	6,629
.. Bihar and Orissa ..	...	...	...	...
Tobacco—				
Manufactured—				
Cigarettes—				
To Bombay .. Chief port .. lbs.	...	...	...	...
.. " .. Karachi ..	...	...	...	...
.. Madras .. Other ports ..	...	112	...	3,450
.. " .. Chief port ..	48,461	1,20,430	24,410	14,600
.. Bengal .. Other ports ..	1,367	2,325	760	2,631
.. " .. All ports ..	127	659	426	1,145

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Parts from the Bengal Presidency in the different ports.		Foreign Merchandise.			
Articles and ports to which exported.		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Tobacco—(cured.)					
Other sorts—					
To Bombay	Chief port	lbs.	40	33	4,035
.. Madras	Chief port	"	10,378	13,903	16,740
.. " "	Other ports	"	638	2,109	445
.. Bengal	All ports	"	...	...	145
.. Bihar and Orissa	"	"	...	...	1,204
.. " "	"	"	...	...	294
Dyeing and Tanning Substances—					
Alizarine dyes—					
To Bombay	Chief port	lbs.	...	...	...
.. Madras	Karachi	"	...	...	...
.. " "	Other ports	"	...	...	...
.. Bengal	"	"	...	...	...
.. Bihar and Orissa	"	"	...	...	...
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"	"
.. " "	"</				

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to India
Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Foreign Merchandise.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Fruits and Vegetables—					
Fruits and Vegetables, fresh—					
To Burma	Chief port	...	...	...	...
	Other ports	...	...	...	...
Fruits and Vegetables (dried, salted or preserved)—					
Dates—					
To Burma	Chief port	cwt.	38	499	84
	Other ports	...	...	...	1,080
To Bengal	All ports	...	...	...	...
Other sorts—					
To Bombay	Chief port	...	...	30	1,500
	Chief port	...	27	345	50
To Madras	Other ports	...	70	746	67
To Bengal	All ports	...	3	35	...
Bihar and Orissa					
To Bengal	All ports	...	...	...	...
Glass and Glassware—					
Bangles—					
To Burma	Chief port	...	...	2,345	...
	Other ports	...	...	...	70
To Bengal	All ports	...	...	...	134
Bottles and phials—					
To Madras	Chief port	gross	1	16	122
	Chief port	...	160	777	497
To Burma	Other ports	...	70	686	743
To Bengal	All ports	...	25	498	6
Other glassware—					
To Bombay	Chief port	gross	...	120	...
	Chief port	...	...	7,650	...
To Madras	Other ports	...	...	...	40
	Other ports	...	...	27,518	...
To Bengal	Other ports	...	...	24,135	...
	Other ports	...	...	11,200	...
To Bihar and Orissa	All ports	...	...	8,960	...
To Bengal	All ports	...	...	...	15,177
Hardware and Cutlery (including agricultural imple-					
ments and plated ware)—					
To Bombay	Chief port	...	...	6,402	...
	Chief port	...	...	252	...
To Madras	Chief port	...	...	20,432	...
	Chief port	...	...	7,807	...
To Bengal	Chief port	...	...	4,01,117	...
	Chief port	...	...	1,25,088	...
To Madras	Other ports	...	...	1,16,670	...
To Bengal	All ports	...	...	...	72,166
	Chief port	...	...	3,360	...
To Pondicherry	...	...	...	49,379	...
To Bihar and Orissa	All ports	...	...	...	31,921
Instruments, Apparatus and Appliances, and parts					
thereof—					
Musical—					
To Bombay	Chief port	...	...	15,954	...
	Chief port	...	...	37,516	...
To Madras	Other ports	...	...	450	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian
Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Instruments, Apparatus and Appliances, and parts				
thereof—(contd.)				
Musical—				
To Burma	Chief port	...	57,374	15,693
" Other ports .....	...	...	1,390	2,600
" Bengal .....	...	...	3,615	2,550
" Bihar and Orissa .....	...	...	...	720
Other kinds—				
To Bombay	Chief port	...	2,130	1,310
" Sind .....	...	...	5,643	17,182
" Madras	Chief port	...	...	30
" Other ports .....	...	...	1,40,829	1,49,084
" Burma	Chief port	...	2,465	3,183
" Other ports .....	...	...	1,558	2,622
" Bengal .....	...	...	...	3,508
" Bihar and Orissa .....	...	...	...	...
" Pondicherry .....	...	...	...	...
Jewellery and plate of gold and silver—				
To Madras	Chief port	...	3,000	2,800
" Other ports .....	...	...	...	385
" Burma	Chief port	...	15	3,300
" Other ports .....	...	...	220	...
" Sind .....	...	...	...	...
Leather—				
Unwrought—				
To Madras	Chief port	...	14	2,501
" Burma	Chief port	...	...	17
Manufactures (ex boots and shoes)—				
Saddlery and Harness—				
To Madras	Chief port	...	10,331	10,666
" Other ports .....	...	...	880	...
" Bengal .....	...	...	...	...
Other sorts—				
To Bombay	Chief port	...	1,400	...
" Madras	Chief port	...	2,403	3,463
" Other ports .....	...	...	...	...
" Burma .....	...	...	...	...
Liquors—				
Ale, Beer and Porter—				
To Bombay	Chief port	gals.	5,200	6,000
" Sind .....	...	...	293	1,000
" Madras	Chief port	...	4	292
" Other ports .....	...	...	15,211	30,219
" Burma	Chief port	...	1,478	3,427
" Other ports .....	...	...	1,130	2,192
" Bengal .....	...	...	2,653	6,280
Spirits—				
Brandy—				
To Bombay	Chief port	gals.	2	170
" Madras	Chief port	...	26	502
" Other ports .....	...	...	...	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Foreign Merchandise.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Spirits—(contd.)					
Ready—(contd.)					
To Burma	{ Chief port gals.	323	2,009	709	9,261
"	{ Other ports	196	2,312	175	2,062
" Bengal	All ports	129	2,289	533	5,096
" Pondicherry	...	...	...	...	...
Rum—					
To Burma	{ Chief port gals.	10	178	6	77
"	{ Other ports	3	30	10	100
" Bengal	All ports	144	1,329	164	1,343
Other sorts of Spirits—					
To Bombay	{ Chief port gals.	5,234	5,805	994	1,441
" Sind	Karachi	7,660	7,650	3,279	4,661
" Madras	{ Chief port	3,468	5,646	2,699	6,697
"	{ Other ports	8	128	101	683
" Burma	{ Chief port	4,063	28,316	2,232	29,468
"	{ Other ports	1,579	23,671	979	16,207
" Bengal	All ports	507	8,469	1,774	16,044
" Travancore	Alleppey	...	...	...	...
" Pondicherry	...	38	15	12	99
Wines—					
To Bombay	{ Chief port gals.	296	3,412	130	1,806
" Madras	{ Chief port	66	673	131	1,436
"	{ Other ports	8	112	9	80
" Burma	{ Chief port	1,033	12,761	248	10,116
"	{ Other ports	407	6,342	284	2,284
" Bengal	All ports	854	6,972	1,917	16,834
" Bihar and Orissa	...	...	...	...	...
" Pondicherry	...	...	...	...	...
Other sorts of Liquors—					
To Bombay	{ Chief port gals.	...	...	...	...
" Madras	{ Chief port	...	...	...	...
" Burma	{ Chief port	2	24	...	...
"	{ Other ports	4	74	...	...
" Bengal	All ports	2	50	...	...
" Bihar and Orissa	...	...	...	...	...
Machinery and Millwork—					
Steam-engines and parts—					
Locomotives (except those for Railways)—					
To Bombay	{ Chief port	...	...	...	...
" Madras	{ Chief port	...	...	...	...
" Burma	{ Chief port	...	...	...	...
"	{ Other ports	...	...	...	...
" Bengal	All ports	...	...	...	...
" Bihar and Orissa	...	...	...	...	...
Other sorts—					
To Burma	{ Chief port	...	2,700	...	...
" Bengal	All ports	...	...	3,939	...
Other sorts of Machinery—					
To Bombay	{ Chief port	...	5,167	...	8,840
" Sind	Karachi	...	...	...	2,820
" Madras	{ Chief port	...	15,096	...	17,440
"	{ Other ports	...	7,280	...	2,289

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Foreign Merchandise.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Handicraft and Millwork—					
Other sorts of Machinery—(contd.)					
To Burma	{ Chief port	...	94,333	...	1,09,794
"	{ Other ports	...	14,084	...	9,794
" Bengal	All ports	...	3,549	...	10,470
" Pondicherry	...	...	1,200	...	1,375
" Bihar and Orissa	...	...	3,160	...	2,409
" Travancore	Alleppey	...	...	...	...
Handicraft—					
To Bombay	{ Chief port gross	625	1,250	...	6,890
" Madras	{ Chief port	28,160	24,257	...	5,710
"	{ Other ports	2,918	4,664	...	4,400
" Burma	{ Chief port	5,137	4,930	...	78,040
"	{ Other ports	6,410	71,965	...	3,360
" Bengal	All ports	31,539	27,303	...	2,918
" Bihar and Orissa	...	46,200	64,289	...	31,810
Metals and Ores—					
Base Metals and similar amalgams—					
Unwrought—	{ Other ports cwt.	...	...	7	747
To Madras	{ Chief port	...	...	...	...
" Burma	...	...	...	...	...
Wrought—					
To Bombay	{ Chief port cwt.	1	60	...	...
" Madras	{ Chief port	...	3,333	107	6,631
"	{ Other ports	39	3,627	51	5,680
" Burma	{ Chief port	...	22	1,399	1,271
"	{ Other ports	...	4	426	...
" Bengal	All ports	...	...	...	...
" Bihar and Orissa	...	...	...	...	...
" Pondicherry	...	...	...	...	...
Copper—					
Unwrought—	{ Chief port cwt.	...	...	...	85
To Bengal	...	...	...	...	...
Old for re-manufacture—					
To Bengal	All ports cwt.	3	180	...	...
Unwrought—					
To Bombay	{ Chief port cwt.	53	2,750	...	6,645
" Madras	{ Chief port	322	11,354	81	60
"	{ Other ports	...	...	...	...
" Burma	{ Chief port	...	...	...	...
"	{ Other ports	97	3,792	...	...
" Bengal	All ports	...	...	...	...
" Bihar and Orissa	...	...	...	...	...
" Pondicherry	...	...	...	...	...
Wrought—					
To Bombay	{ Chief port cwt.	41	2,630	123	8,690
" Madras	{ Chief port	180	8,402	337	26,549
"	{ Other ports	124	6,001	...	380
" Burma	{ Chief port	6	161	...	...
"	{ Other ports	...	...	...	...
" Bengal	All ports	60	2,160	7	325
" Bihar and Orissa	...	...	...	...	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign goods exported coastwise to India
Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals—contd.				
Iron or Steel—				
Old for re-manufacture—				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	100	4,500	...
Pig—				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Burma	Chief port	...	...	...
" Bengal	All ports	11	835	2 160
Wrought—				
Anchors and cables—				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
Angle, bolt and rod—				
To Bombay	Chief port	...	...	...
" Sind	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
" Bihar and Orissa	...	...	...	...
" Pondicherry	...	...	...	...
Bars and Channel—				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
" Bihar and Orissa	...	...	...	...
" Pondicherry	...	...	...	...
Nails, screws, rivets, washers—				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
" Bihar and Orissa	...	...	...	...
" Pondicherry	...	...	...	...
Hoops and strips—				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign goods exported coastwise to India
Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals—(contd.)				
Hoops and strips—(contd.)				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
Sheets and plates—				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
" Bihar and Orissa	...	...	...	...
" Pondicherry	...	...	...	...
Old for re-manufacture—				
To Bombay	Chief port	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
Wire—				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
Other manufactures of iron or steel—				
To Bombay	Chief port	...	...	...
" Sind	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
" Bihar and Orissa	...	...	...	...
" Pondicherry	...	...	...	...
Leads—				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
" Bihar and Orissa	...	...	...	...
" Pondicherry	...	...	...	...
Quicksilver—				
To Bombay	Chief port	...	...	...
" Madras	Chief port	...	...	...
" Other ports	...	...	...	...
" Bihar and Orissa	...	...	...	...
" Bengal	All ports	...	...	...
" Bihar and Orissa	...	...	...	...
" Pondicherry	...	...	...	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals—(Continued.)				
Tin—				
To Bombay ... Chief port cwt.	4	150	...	...
" Madras ... Chief port "	23	230	...	...
" Burma ... Chief port "	1,087	28,282	...	...
" Bengal ... Chief port "	10	144	...	...
" Bihar and Orissa ... All ports "	37	2,510	...	...
Zinc or spelter—				
To Bombay ... Chief port cwt.	...	...	40	960
" Madras ... Chief port "	...	...	2	40
" Burma ... Chief port "	199	4,548	1,377	89,859
" Bengal ... Chief port "	21	599	29	362
" Bihar and Orissa ... All ports "	81	1,929	9	25
" Bihar and Orissa ... All ports "	281	4,349	10	150
Metals, unenumerated—				
To Bombay ... Chief port cwt.	466	26,531	296	14,916
" Madras ... Chief port "	...	...	799	47,000
" Bengal ... Chief port "	25	970	10	1,830
" Bihar and Orissa ... All ports "	9	164	5	375
" Bihar and Orissa ... All ports "	67	1,361	7	725
Oils—				
Mineral—				
Kerosene—				
To Madras ... Chief port gals.	...	...	...	...
" Bengal ... Chief port "	...	...	162	40
" Bihar and Orissa ... All ports "	6,628	5,654	5,577	2,392
" Bihar and Orissa ... All ports "	150,660	67,546	50,000	23,240
Other kinds—				
To Bombay ... Chief port gals.	492	954	201	492
" Madras ... Chief port "	17,322	16,336	12,240	9,796
" Bengal ... Chief port "	2,694	6,422	1,499	1,630
" Bihar and Orissa ... All ports "	28,553	96,552	86,436	92,794
" Bihar and Orissa ... All ports "	7,318	6,063	2,676	2,654
" Bihar and Orissa ... All ports "	4,032	6,381	491	1,252
Other sorts of oil—				
To Bombay ... Chief port gals.	9	200	...	...
" Madras ... Chief port "	60	910	...	...
" Bengal ... Chief port "	192	854	152	720
" Bihar and Orissa ... All ports "	409	1,759	6	109
" Bihar and Orissa ... All ports "	256	235	40	25
Oil-seed and Flour-cloth—				
To Bombay ... Chief port Sp. yds.	...	...	...	...
" Sind ... Chief port "	...	...	...	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oil-seed and Flour-cloth—(Contd.)				
To Madras ... Chief port Sp. yds.	...	...	...	...
" Bengal ... Chief port "	1,746	2,115	...	...
" Bengal ... Chief port "	966	1,090	162	150
" Travancore ... Chief port "	...	...	...	...
" Travancore ... Chief port "	...	...	...	...
Hats and Colours (including painters' materials)—				
To Bombay ... Chief port "	...	12,830	...	11,997
" Sind ... Chief port "	...	15,073	...	8,484
" Madras ... Chief port "	...	293	...	328
" Bengal ... Chief port "	...	9,753	...	32,480
" Bihar and Orissa ... Chief port "	...	4,800	...	3,597
" Bihar and Orissa ... Chief port "	...	6,688	...	1,780
" Travancore ... Chief port "	...	1,293	...	1,799
" Travancore ... Chief port "	...	...	...	...
Paper and Pasteboard—				
To Bombay ... Chief port "	...	...	...	...
" Sind ... Chief port "	...	4,721	...	1,505
" Madras ... Chief port "	...	113	...	1,097
" Bengal ... Chief port "	...	2,829	...	32,878
" Bihar and Orissa ... Chief port "	...	7,455	...	6,265
" Bihar and Orissa ... Chief port "	...	4,343	...	870
Refinery—				
To Bombay ... Chief port "	...	...	...	6,507
" Sind ... Chief port "	...	...	...	...
" Madras ... Chief port "	...	...	...	...
" Bengal ... Chief port "	...	597	...	2,290
" Bengal ... Chief port "	...	1,116	...	983
" Bengal ... Chief port "	...	130	...	...
Rice, Tar and Dammer—				
To Bombay ... Chief port cwt.	3	155	...	3,077
" Madras ... Chief port "	762	3,604	...	8,225
" Bengal ... Chief port "	905	5,212	1,290	169
" Bihar and Orissa ... Chief port "	40	494	15	100
" Bihar and Orissa ... Chief port "	686	5,862	1,220	9,439
Printing & Lithographing materials (other than paper)—				
To Madras ... Chief port "	...	...	...	...
" Bengal ... Chief port "	...	962	...	480
" Bengal ... Chief port "	...	105	...	100
Provisions and Oilman's Stores—				
To Bombay ... Chief port Bcs.	...	...	1,120	1,255
" Madras ... Chief port "	...	...	...	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Foreign Merchandise.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<i>Provisions and Oilman's Stores—(contd.)</i>					
Bacon and Ham—(contd.)					
To Burma	{ Chief port	588	506	4,483	4,085
" Bengal	{ Other ports	...	...	...	...
" Pondicherry	{ All ports	310	315	...	...
Butter					
To Burma	{ Chief port	...	...	...	...
" Bengal	{ Other ports	...	...	...	...
" All ports	{ All ports	...	...	...	...
Cheese					
To Bombay	{ Chief port	...	50	100	400
" Bengal	{ Other ports	...	...	...	248
" All ports	{ All ports	...	...	...	...
Other sorts—					
To Bombay	{ Chief port	...	352	16,750	15
" Sind	{ Chief port	...	315	21,274	11
" Madras	{ Chief port	...	37	1,705	2
" Bengal	{ Chief port	...	1,127	55,178	1,391
" Bihar and Orissa	{ Chief port	...	228	36,270	925
" All ports	{ All ports	...	470	15,025	630
" All ports	{ All ports	...	321	1,906	184
Railway Plant and Rolling-stock—					
To Bombay	{ Chief port	...	...	...	635
" Madras	{ Chief port	...	...	...	1,753
" Bengal	{ Chief port	...	...	...	1,090
" All ports	{ Chief port	...	...	...	32,274
" All ports	{ Chief port	...	...	...	10,800
" All ports	{ Chief port	...	...	...	1,452
Salt—					
To Bombay	{ Chief port	...	12	775	30
" Madras	{ Chief port	...	...	...	2,090
" Bengal	{ Chief port	...	125	5,778	7,098
" All ports	{ Chief port	...	...	...	5,30,697
" All ports	{ Chief port	...	...	...	28
" All ports	{ Chief port	...	1,524	82,656	2,294
" All ports	{ Chief port	...	...	...	1,93,604
" All ports	{ Chief port	...	...	...	1,35,378
Ships, parts of—					
To Bombay	{ Chief port	...	...	...	...
" Madras	{ Chief port	...	...	...	1,50,000
" Bengal	{ Chief port	...	...	...	...
" All ports	{ Chief port	...	...	...	992
" All ports	{ Chief port	...	...	...	...
" All ports	{ Chief port	...	...	...	...
" All ports	{ Chief port	...	...	...	100
Silk—					
To Burma	{ Other ports	...	624	5,500	476
" All ports	{ All ports	...	...	...	7,500

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Foreign Merchandise.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
<i>Silk—(contd.)</i>					
Manufactures—					
Face-goods—					
To Bombay	{ Chief port	...	1,200	...	...
" Madras	{ Chief port	...	5,964	30	10
" Bengal	{ Chief port	...	...	...	...
" All ports	{ Chief port	...	...	...	...
Other sorts—					
To Bombay	{ Chief port	...	...	...	...
" Madras	{ Chief port	...	...	...	...
" Bengal	{ Chief port	...	...	...	...
" All ports	{ Chief port	...	...	...	...
Spice—					
Peppercorns—					
To Bombay	{ Chief port	...	...	...	...
" Madras	{ Chief port	...	...	...	...
" Bengal	{ Chief port	...	...	...	...
" All ports	{ Chief port	...	...	...	...
Cardamoms—					
To Bombay	{ Chief port	...	...	...	...
" Madras	{ Chief port	...	...	...	...
" Bengal	{ Chief port	...	...	...	...
" All ports	{ Chief port	...	...	...	...
Carves—					
To Bombay	{ Chief port	...	...	...	...
" Madras	{ Chief port	...	...	...	...
" Bengal	{ Chief port	...	...	...	...
" All ports	{ Chief port	...	...	...	...
Nutmegs—					
To Bombay	{ Chief port	...	...	...	...
" Madras	{ Chief port	...	...	...	...
" Bengal	{ Chief port	...	...	...	...
" All ports	{ Chief port	...	...	...	...
Pepper—					
To Bombay	{ Chief port	...	...	...	...
" Madras	{ Chief port	...	...	...	...
" Bengal	{ Chief port	...	...	...	...
" All ports	{ Chief port	...	...	...	...

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Foreign Merchandise.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Other ports—					
To Bombay	Chief port	...	...	...	...
" Madras	Chief port	...	...	4,761	885
" Burma	Chief port	...	...	2,856	350
" Bengal	Other ports	1,628	820	...	...
" All ports		385	120	...	...
Stationery (excluding paper)—					
To Bombay	Chief port	...	1,300	...	780
" Sind	Chief port	...	1,778	...	100
" Madras	Chief port	...	...	39	...
" Bengal	Other ports	...	...	33,270	...
" Burma	Chief port	...	30,312	...	6,770
" Bengal	Other ports	...	12,182	...	12,060
" Bihar and Orissa	All ports	...	7,808	...	7,700
" Travancore	Alleppey	...	14,332	...	...
Stone and Marble—					
To Bombay	Chief port	...	...	...	...
" Madras	Chief port	...	220	1,226	...
" Bengal	Other ports	...	4,267	2,158	17,836
" Burma	Chief port	...	91	1,220	191
" Bengal	Other ports	...	77	223	100
" Bihar and Orissa	All ports	...	...	...	...
Sugar—					
16 Dutch Standard and above—					
To Bombay	Chief port	...	...	...	...
" Madras	Chief port	...	...	...	...
" Bengal	Other ports	...	4,878	78,804	23,194
" Burma	Chief port	...	287	3,820	32,098
" Bengal	Other ports	...	406	2,231	6,091
" Bihar and Orissa	All ports	...	667	10,033	6,630
15 Dutch Standard and below—					
To Madras	Other ports	...	423	1,578	1,837
" Bengal	Chief port	...	...	18	200
" Bengal	Other ports	...	540	2,400	3,621
" All ports		...	...	3,621	10,093
Toys and requisites for games—					
To Bombay	Chief port	...	...	70	1,200
" Madras	Chief port	...	...	...	8,875
" Bengal	Other ports	...	...	3,060	2,216
" Burma	Chief port	...	...	6,683	777
" Bengal	Other ports	...	...	393	...
Umbrellas (including parasols and sunshades)—					
To Bombay	Chief port	...	...	...	...
" Sind	Kanahli	...	...	...	...
" Madras	Chief port	...	...	...	...

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Foreign Merchandise.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Umbrellas (including parasols & sunshades)—(contd.)					
To Burma	Chief port	23,762	23,040	10,421	11,630
" Other ports		2,760	2,400	3,180	3,650
" Bengal	All ports	606	628	...	...
Wool—					
To Bombay	Chief port	242	28,000	242	55,785
" Sind	Kanahli	...	...	...	...
" Madras	Chief port	...	3,567	...	...
" Bengal	Other ports	...	...	...	...
" Bihar and Orissa	Chief port	...	...	...	...
" All ports		...	...	...	...
Ornamental—					
To Burma	Chief port	...	120	...	500
" Other ports		...	60	...	...
Manufactured—					
To Bombay	Chief port	...	...	...	...
" Madras	Chief port	...	...	...	1,198
" Bengal	Other ports	...	...	...	...
" Bihar and Orissa	Chief port	...	...	...	...
" All ports		...	...	...	445
Wool—					
Raw—					
To Madras	Chief port	...	...	...	...
" Bengal	Other ports	...	448	...	...
Wool—					
To Madras	Chief port	...	...	...	...
" Bengal	Other ports	...	...	...	...
Manufactures—					
Face goods—					
To Bombay	Chief port	...	...	...	...
" Madras	Chief port	...	...	...	...
" Bengal	Other ports	...	...	...	...
" All ports		...	...	...	...
Shawls—					
To Bombay	Chief port	...	...	...	...
" Madras	Chief port	...	...	...	...
" Bengal	Other ports	...	...	...	...
Other sorts—					
To Bombay	Chief port	...	...	...	...
" Sind	Kanahli	...	...	...	...
" Madras	Chief port	...	...	...	...
" Bengal	Other ports	...	...	...	...
" Bihar and Orissa	Chief port	...	...	...	...
" All ports		...	...	...	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Foreign Merchandise.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Haberdashery and Millinery—				
To Bombay	Chief port	150	120	
" Sind	Karachi		100	
" Madras	Chief port		10	
" Burma	Chief port	5,148	10,476	
" Bihar and Orissa	Chief port	33,130	45,647	
" Bengal	Other ports	19,900	12,600	
" All ports		38,800	42,084	
All other articles of merchandise—				
To Bombay	Chief port			
" Sind	Karachi		2,917	
" Madras	Chief port			
" Burma	Chief port		4,910	
" Bihar and Orissa	Chief port	624	130	
" Bengal	Other ports	235		
" All ports				
Manufactured—				
To Bombay	Chief port	8,300	5,115	
" Sind	Chief port	2,011	661	
" Madras	Chief port	720	273	
" Burma	Chief port	41,685	24,019	
" Bihar and Orissa	Chief port	5,157	2,906	
" Bengal	Other ports		5,700	
" Travancore	All ports			
" Alappay				
" Kathiawar		2,890	570	
Total Merchandise—				
To Bombay	Chief port	2,01,555	2,33,273	
" Sind	Karachi	9,720	15,118	
" Madras	Chief port	4,81,691	3,59,723	
" Burma	Chief port	54,860	74,600	
" Bihar and Orissa	Chief port	31,234,403	48,27,253	
" Bengal	Other ports	15,35,048	12,59,892	
" Travancore	Chief port	6,02,874	3,36,408	
" Alappay	Chief port	8,82,454	9,95,748	
" Kathiawar	Chief port	11,624	6,323	
" Forebinder	Chief port	536	853	
GRAND TOTAL OF MERCHANDISE		60,84,913	83,17,816	

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Animals living—				
Cattle (ex sheep and goats)—				
To Bombay	Chief port	205	16,415	1,10,238
" Sind	Chief port	13	200	50
" Madras	Chief port	13	255	142
" Bihar and Orissa	Chief port	1	800	750
" Bengal	Chief port	2	1,500	
" Travancore	Chief port	57	21,952	82,130
" Alappay	Chief port	2	700	450
" Kathiawar	Chief port	2	700	
" All ports				
Sheep and goats—				
To Bombay	Chief port	37,716	2,67,042	28,014
" Sind	Chief port	651	2,902	1,270
" Madras	Chief port			
" Bihar and Orissa	Chief port			
" Bengal	Chief port			
" Travancore	Chief port			
" Alappay	Chief port			
" Kathiawar	Chief port			
" All ports				
Other kinds—				
To Bombay	Chief port	57,610	46,306	31,653
" Sind	Chief port			
" Madras	Chief port			
" Bihar and Orissa	Chief port			
" Bengal	Chief port			
" Travancore	Chief port			
" Alappay	Chief port			
" Kathiawar	Chief port			
" All ports				
Apparel (including drapery, haberdashery, millinery, etc. excluding hosiery and boots and shoes)—				
To Bombay	Chief port		300	410
" Sind	Chief port		804	850
" Madras	Chief port		110	1,16,848
" Bihar and Orissa	Chief port		92,704	1,506
" Bengal	Chief port		5,658	14,000
" Travancore	Chief port		6,531	
" Alappay	Chief port			
" Kathiawar	Chief port			
" All ports				
Art works of—				
To Bombay	Chief port		370	1,635
" Sind	Chief port		65	500
" Madras	Chief port			
" Bihar and Orissa	Chief port			
" Bengal	Chief port			
" Travancore	Chief port			
" Alappay	Chief port			
" Kathiawar	Chief port			
" All ports				
Birch leaves—				
To Bombay	Chief port	348,172	34,118	35,686
" Sind	Chief port	4,054	231	
" Madras	Chief port			
" Bihar and Orissa	Chief port			
" Bengal	Chief port			
" Travancore	Chief port			
" Alappay	Chief port			
" Kathiawar	Chief port			
" All ports				
Books and printed matter (including maps and charts)—				
To Bombay	Chief port	116	1,880	82
" Sind	Chief port	16	2,400	
" Madras	Chief port	171	14,728	11,180
" Bihar and Orissa	Chief port	20	316	1,094
" Bengal	Chief port	15	325	1,570
" Travancore	Chief port		350	4,200
" Alappay	Chief port			
" Kathiawar	Chief port			
" All ports				

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Boots and Shoes—					
To Bombay	Chief port	per.	235	922	
	Other ports	...	28,163	1,42,125	21,718
To Burma	Chief port	...	6,076	12,520	3,714
	Other ports	...	...	...	8,45
To Bengal	All ports	...	...	...	...
To Bihar and Orissa	...	...	...	...	...
To Travancore	Alleppy	...	...	...	...
Building and Engineering Materials other than iron, steel or wood—					
Bricks and Tiles—					
To Bombay	Chief port	No.	17,692	1,397	10,598
	Other ports	...	62	6	3
To Madras	Chief port	...	1,300	109	4,880
	Other ports	...	298,543	38,418	2,92,109
To Burma	Chief port	...	8,100	683	...
	Other ports	...	10,174	737	1,458
To Bengal	All ports	...	1,000	156	...
To Bihar and Orissa	...	...	4,236	1,042	...
To Travancore	Alleppy	...	...	...	...
Chalk and lime—					
To Madras	Chief port	cwts.	208	134	43
	Other ports	...	62	196	3,605
To Burma	Chief port	...	5,121	7,124	3,897
	Other ports	...	77	169	29,385
To Bengal	All ports	...	3,110	3,953	719
To Bihar and Orissa	...	...	3,458	3,418	1,135
To Travancore	Alleppy	...	3	16	2
Other sorts—					
To Bombay	Chief port	...	...	1,020	...
	Other ports	...	...	378	...
To Madras	Chief port	...	...	1,38	...
	Other ports	...	...	28,455	20,985
To Burma	Chief port	...	...	69	...
	Other ports	...	...	2,028	...
To Bengal	All ports	...	...	69	...
To Bihar and Orissa	...	...	...	20	...
To Travancore	Alleppy	...	...	...	...
Cabinet-ware and Furniture—					
To Bombay	Chief port	...	...	50	...
	Kanardi	...	...	3,000	...
To Madras	Chief port	...	...	1,800	...
	Other ports	...	...	11,720	...
To Burma	Chief port	...	...	5,029	...
	Other ports	...	...	1,884	...
To Bengal	All ports	...	...	1,389	...
To Bihar and Orissa	...	...	...	...	...
To Travancore	Alleppy	...	...	...	...
Candles of all kinds—					
To Bombay	Chief port	Box.	21,168	6,310	15,232
	Other ports	...	...	...	6,54
To Madras	Chief port	...	...	...	...
	Other ports	...	...	...	...

Articles and ports to which exported.		Indian Produce and Manufactures.				
		1914-15.		1913-16.		
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
Cattle of all kinds—(concl'd.)	Chief port	nos.	2,658	1,507	5,102	2,610
To Bombay	Other ports	...	...	169	...	...
" Madras	Chief port	...	84,850	19,823	95,640	25,452
" Bengal	Other ports	...	...	...	112	24
" Bihar and Orissa	All ports	...	...	...	...	...
Cases and Baskets—	Chief port	cwts.	...	...	...	...
To Bombay	Other ports	...	...	1,106	...	385
" Madras	Chief port	...	89	...	...	...
" Bengal	Other ports	...	51	203	823	4,729
" Bihar and Orissa	All ports	...	...	...	...	...
Carriages and Carts (excluding railway carriages, and parts thereof)—	Chief port	...	...	700	...	...
To Bombay	Karachi	...	...	...	...	900
" Sind	Other ports	...	...	500	...	...
" Madras	Chief port	...	...	20,284	...	5,570
" Bengal	Other ports	...	...	5,480	...	709
" Bihar and Orissa	All ports	...	...	2,830	...	...
Chemicals—	Chief port	cwts.	...	...	...	4,340
Khuri Salt—	Other ports	...	308	1,115	1,337	...
To Madras	Chief port	...	...	469	284	1,979
" Bengal	Other ports	...	969	3,708	857	3,360
" Bihar and Orissa	All ports	...	3,068	10,800	11,960	42,653
Chickens—	Chief port	cwts.	...	1,751	1,320	3,800
To Bombay	Other ports	...	...	...	...	6,000
" Madras	Chief port	...	1,681	12,031	2,620	37,823
" Bengal	Other ports	...	12	257	11	273
" Bihar and Orissa	All ports	...	106	2,350	38	615
Saltpetre—	Chief port	cwts.	...	...	...	...
To Bombay	Other ports	...	...	...	400	...
" Madras	Chief port	...	...	...	...	...
" Bengal	Other ports	...	...	...	...	...
" Bihar and Orissa	All ports	...	...	...	...	...
Salt—	Chief port	cwts.	...	...	...	...
To Bombay	Karachi	...	...	1,882	...	991
" Sind	Other ports	...	...	93	...	500
" Madras	Chief port	...	...	14,811	...	630
" Bengal	Other ports	...	...	60,321	...	2,001
" Bihar and Orissa	All ports	...	...	3,811	...	1,000
Salt—	Chief port	cwts.	...	...	...	...
To Bombay	Other ports	...	...	3,756	...	4,411
" Madras	Chief port	...	...	1,011	...	1,000
" Bengal	Other ports	...	...	2,071	...	310
" Bihar and Orissa	All ports	...	...	...	...	...
Salt—	Chief port	cwts.	...	...	...	...
To Bombay	Other ports	...	...	...	...	...
" Madras	Chief port	...	...	...	...	...
" Bengal	Other ports	...	...	...	...	...
" Bihar and Orissa	All ports	...	...	...	...	...
Salt—	Chief port	cwts.	...	...	...	...
To Bombay	Other ports	...	...	...	...	...
" Madras	Chief port	...	...	...	...	...
" Bengal	Other ports	...	...	...	...	...
" Bihar and Orissa	All ports	...	...	...	...	...
Salt—	Chief port	cwts.	...	...	...	...
To Bombay	Other ports	...	...	...	...	...
" Madras	Chief port	...	...	...	...	...
" Bengal	Other ports	...	...	...	...	...
" Bihar and Orissa	All ports	...	...	...	...	...
Salt—	Chief port	cwts.	...	...	...	...
To Bombay	Other ports	...	...	...	...	...
" Madras	Chief port	...	...	...	...	...
" Bengal	Other ports	...	...	...	...	...
" Bihar and Orissa	All ports	...	...	...	...	...
Salt—	Chief port	cwts.	...	...	...	...
To Bombay	Other ports	...	...	...	...	...
" Madras	Chief port	...	...	...	...	...
" Bengal	Other ports	...	...	...	...	...
" Bihar and Orissa	All ports	...	...	...	...	...
Salt—	Chief port	cwts.	...	...	...	...

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Coal—(Contd.)					
To Sind	... Karachi	tons 325,908	28,81,232	40,803	9,37,162
... Madras	... Chief port	116,437	9,24,151	30,206	4,67,442
... Madras	... Other ports	256,097	22,54,324	17,594	10,12,861
... Burma	... Chief port	426,567	39,96,774	410,530	30,99,044
... Bengal	... Other ports	12,694	1,08,513	16,499	1,47,561
... All ports	...	29,403	2,70,221	28,118	2,40,407
... Pondicherry	... All ports	8,008	37,000	...	...
... Travancore	... All ports	280	2,800	...	...
... Gaskara's Territory	... All ports	170	1,700	...	...
... Cutch	... Tuna	40	400	...	...
... Bihar and Orissa	... Bhavnagar	790	7,818	1,456	12,355
... Kathiawar	... Veraval	491	4,910	526	2,580
... Forebunder	... All ports	10,962	1,27,060	...	...
... Goa	...	232	2,320	51	510
... Mahuva	...	...	...	...	...
Coke and patent fuel—					
To Bombay	... Chief port	tons 109	1,300	835	14,155
... Madras	... Chief port	1,247	21,109	30	390
... Madras	... Other ports	42	721	30	390
... Burma	... Chief port	5,470	83,054	10,508	1,52,646
... Bengal	... Other ports	...	...	15	750
... Bihar and Orissa	... All ports	200	2,650	40	480
... Pondicherry	...	...	...	...	...
Coffee—					
To Bombay	... Chief port	cwts. 9	625	20	2,308
... Sind	... Karachi	280	1,710	31	1,974
... Madras	... Chief port	12	810	54	3,940
... Madras	... Other ports	...	...	15	...
... Burma	... Chief port	72	5,195	130	9,485
... Bengal	... Other ports	14	350	5	63
... All ports	...	...	...	...	...
Coin, manufactured—					
To Burma	... Chief port	cwts. 14	208	7	81
... Bihar and Orissa	... Other ports	2	25	80	800
... Bengal	... All ports	4	75	...	...
Coin, manufactured (excluding rope)					
To Bombay	... Chief port	cwts. 40	831	30	585
... Madras	... Chief port	...	...	...	...
... Bihar and Orissa	... Other ports	20	200	35	700
... Bengal	... All ports	481	5,515	1,148	18,624
Cordage and rope of vegetable fibre (excluding jute and cotton)—					
To Bombay	... Chief port	cwts. 4,532	1,30,040	6,206	1,79,101
... Sind	... Karachi	830	35,181	879	28,518
... Madras	... Chief port	428	15,910	671	19,876
... Madras	... Other ports	41	400	12	465

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Gelae and rope of vegetable fibre (excluding jute and cotton)—(Contd.)					
To Bombay	... Chief port	cwts. 27,012	6,55,028	24,810	5,84,021
... Madras	... Other ports	1,435	25,031	1,183	23,092
... Bengal	... All ports	113	3,149	74	1,711
... Bihar and Orissa	... All ports	209	2,146	276	3,353
... Travancore	... Alleppey	4	112	...	...
Cotton—					
To Bombay	... Chief port	cwts. 1,408	10,100	3,153	31,690
... Madras	... Chief port	...	...	...	...
... Madras	... Other ports	1,831	31,848	1,821	30,996
... Burma	... Chief port	17	493	16	174
... Bengal	... Other ports	33,142	5,28,259	73,158	8,33,482
... Bihar and Orissa	... All ports	...	...	...	...
... Pondicherry	...	...	...	...	...
Veit and Yarn—					
Male and Water (No. 1 to 10)—					
To Bombay	... Chief port	lvs. 1,022,200	6,04,535	40,000	14,700
... Madras	... Chief port	3,740	1,835	6,728	4,19,875
... Burma	... Other ports	282,170	1,08,385	63,328	20,150
... Bihar and Orissa	... All ports	32,000	15,000	71,119	28,927
No. 11 to 20—					
To Bombay	... Chief port	lvs. 5,292,078	20,61,721	4,800	1,890
... Madras	... Chief port	60,352	29,550	18,247	18,247
... Burma	... Other ports	306,700	2,83,406	34,018	30,010
... Bihar and Orissa	... All ports	8,006	3,125	...	...
No. 21 to 20—					
To Bombay	... Chief port	lvs. 300	300	...	...
... Madras	... Chief port	423,034	2,09,145	705,984	3,58,205
... Burma	... Other ports	42,594	20,692	22,848	15,600
... Bihar and Orissa	... All ports	18,060	9,081	...	...
... Bengal	... All ports	300	100	...	...
No. 31 to 40—					
To Bombay	... Chief port	lvs. 4,800	3,125	24,000	15,872
... Madras	... Chief port	448	300	6,052	5,880
... Burma	... Other ports	26,050	23,275	56,064	56,060
... Bihar and Orissa	... All ports	200	200	...	...
Orange Red and other colors—					
To Bombay	... Chief port	lvs. 43,700	32,300	68,047	35,172
... Madras	... Chief port	17,450	9,403	64,384	70,465
... Burma	... Other ports	2,800	1,750	10,970	24,300
... Bihar and Orissa	... All ports	569	180	21,044	9,850
... Bengal	...	...	...	...	...
Unspecified descriptions—					
To Bombay	... Chief port	lvs. 627	275	34,025	32,920
... Madras	... Chief port	1,200	870	2,300	2,700
... Bihar and Orissa	... All ports	...	...	10,571	15,000

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—card.				
Manufactures—				
Piece-goods—				
Grey (unbleached)—				
Chaddars and Dhuties—				
To Burma	327,219	60,647	181,905	31,283
" Other ports	14,740	2,565	480	160
" All ports	26,740	6,124	35,420	4,929
" Bengal				
Drills and Jeans—				
To Burma	13,346	4,023	38,042	9,343
Shirtings—				
To Burma	224,810	40,904	1,578,450	2,83,769
Other sorts—				
To Burma	107,123	38,725	363,077	72,701
" Bengal	16,350	6,100	200	150
White (bleached)—				
Chaddars and Dhuties—				
To Burma	55,030	12,917	45,325	17,910
" Bengal	18,700	5,500	80,004	41,130
Other sorts—				
To Madras	6,000	1,300	...	...
" Burma	503,823	1,02,127	300,022	66,797
" Other ports	2,000	600	...	...
" Bengal	44,830	20,210	79,350	37,925
Coloured printed, or dyed—				
Lungies and Sarees—				
To Burma	102,467	26,834	64,195	15,185
" Bengal	2,720	940	700	105
Other sorts—				
To Bombay	2,368	2,634	...	...
" Burma	1,648,682	2,90,530	3,216,176	5,60,915
" Other ports	...	...	400	140
" Bengal	120,372	43,731	1,800	360
Other sorts of cotton manufactures—				
To Bombay	...	...	...	...
" Madras	...	...	...	...
" Other ports	...	...	...	...
" Burma	...	...	...	...
" Chief port	...	...	...	...
" Other ports	...	...	...	...
" Bengal	...	...	...	...
" Bihar and Orissa	...	...	...	...
Drugs & Medicines (excluding Chemicals) & Narcotics				
To Bombay	...	...	...	...
" Madras	...	...	...	...
" Chief port	...	...	...	...
" Other ports	...	...	...	...
" Bengal	...	...	...	...

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Drugs & Medicines (excluding Chemicals & narcotics)				
To Bombay
" Madras
" Chief port
" Other ports
" Bengal
" Bihar and Orissa
" Travancore
" Allephey
Manufactures—				
To Bombay
" Madras
" Chief port
" Other ports
" Bengal
Other sorts—				
To Bombay
" Madras
" Chief port
" Other ports
" Bengal
" Bihar and Orissa
" Travancore
" Allephey
" Pondicherry
Dyeing and Tanning materials—				
To Bombay
" Madras
" Chief port
" Other ports
" Bengal
" Bihar and Orissa
" Travancore
" Allephey
" Pondicherry
Indigo—				
To Bombay
" Madras
" Chief port
" Other ports
" Bengal
" Bihar and Orissa
" Travancore
" Allephey
" Pondicherry

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Turneries—				
To Bombay ... Chief port cwt.	6	120	94	219
" (Chief port " " "	11	287	44	684
" Madras ... Chief port " " "	1,168	16,990	1,455	16,681
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				
Other sorts (including lac-dye)—				
To Bombay ... Chief port cwt.	214	1,478	40	200
" (Chief port " " "	3	378	14	240
" Madras ... Chief port " " "	1,099	8,068	1,702	16,171
" (Chief port " " "	15	459	57	420
" Other ports " " "	63	980	7	106
" All ports " " "	70	1,050	372	2,956
" Bihar and Orissa ... Chief port " " "				
Earthenware and Porcelain (excluding earthenware pipes)—				
To Bombay ... Chief port " " "		100		1,480
" (Chief port " " "				
" Madras ... Chief port " " "		2,142		941
" (Chief port " " "		6,565		5,546
" Burma ... Chief port " " "		1,072		2,325
" (Chief port " " "				
" Other ports " " "				
" All ports " " "		3,900		1,626
" Bihar and Orissa ... Chief port " " "				
Fodder, bran and pollards (including hay and straw cut ex oil-cake)—				
Oil-cake—				
To Bombay ... Chief port cwt.	257	300		
" (Chief port " " "	10,572	38,397		
" Madras ... Chief port " " "	229	2,225	29	240
" (Chief port " " "	891	4,505	1,038	7,443
" Burma ... Chief port " " "	2,016	12,326	1,231	9,164
" (Chief port " " "				
" Other ports " " "				
" All ports " " "	1,247	8,508	8,333	34,653
" Bihar and Orissa ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "	35	163	6	25
Peulcherry ... All ports " " "				
Fruits and Vegetables—				
Fresh Fruits—				
To Bombay ... Chief port No.				
" (Chief port " " "				
" Madras ... Chief port " " "				
" (Chief port " " "	1,667,693	78,116	5,245,745	2,50,792
" Burma ... Chief port " " "	87,300	4,330	60,500	2,935
" (Chief port " " "				
" Other ports " " "				
" All ports " " "	27,500	838	19,330	987
" Bihar and Orissa ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "	41,500	1,418	50,010	2,110
Other sorts—				
To Bombay ... Chief port " " "				
" (Chief port " " "				
" Madras ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				
" Bihar and Orissa ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Vegetables, fresh of all kinds—				
To Bombay ... Chief port " " "		12,028		5,599
" (Chief port " " "				
" Madras ... Chief port " " "		8,44,845		11,50,967
" (Chief port " " "				
" Other ports " " "		57,980		40,688
" Burma ... Chief port " " "		77,479		87,865
" (Chief port " " "				
" Other ports " " "				
" All ports " " "		2,570		5,965
" Bihar and Orissa ... Chief port " " "				
Fruits and Vegetables, dried, salted or preserved—				
To Bombay ... Chief port cwt.	29	899		
" (Chief port " " "	30	840		
" Madras ... Chief port " " "				
" (Chief port " " "	2,697	54,917	2,492	56,965
" Other ports " " "	1,258	9,814	1,172	5,284
" Burma ... Chief port " " "		400		8,288
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				
" Bihar and Orissa ... Chief port " " "				
Glass and Glassware—				
To Bombay ... Chief port " " "		290		13,670
" (Chief port " " "		2,485		
" Madras ... Chief port " " "		42		11,822
" (Chief port " " "				
" Burma ... Chief port " " "		12,776		1,360
" (Chief port " " "				
" Other ports " " "		1,459		400
" Bihar and Orissa ... Chief port " " "		1,385		800
" (Chief port " " "				
" Other ports " " "		2,449		
" All ports " " "		40		
Pencilcherry ... Chief port " " "				
Grain and Pulse—				
To Bombay ... Chief port cwt.		67,576		63,708
" (Chief port " " "	11,890			
" Madras ... Chief port " " "		1		86
" (Chief port " " "	13	690		
" Burma ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				
" Bihar and Orissa ... Chief port " " "				
Gram—				
To Bombay ... Chief port cwt.	8,187	50,770		
" (Chief port " " "	180	5,084		
" Madras ... Chief port " " "	31,374	1,85,498	64,880	3,76,623
" (Chief port " " "	2,570	12,908	2,234	12,263
" Burma ... Chief port " " "				
" (Chief port " " "	4,029	30,485	9,069	69,824
" Other ports " " "				
" All ports " " "				
" Bihar and Orissa ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				
" Bengal ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				
" Travancore ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				
Other sorts—				
To Bombay ... Chief port cwt.	27	166		896
" (Chief port " " "				
" Madras ... Chief port " " "	12,651	68,247	13,326	72,785
" (Chief port " " "	15	115		10
" Burma ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				
" Bihar and Orissa ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				
Pulse—				
To Bombay ... Chief port cwt.	393	3,472		
" (Chief port " " "	288	2,330		
" Madras ... Chief port " " "	28,333	1,55,332	2,865	16,308
" (Chief port " " "	13,618	80,235	848	6,094
" Other ports " " "				
" All ports " " "				
" Bihar and Orissa ... Chief port " " "				
" (Chief port " " "				
" Other ports " " "				
" All ports " " "				

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.				
	1914-15.		1915-16.		
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
Grain and Pulse—(consolid.)					
Pulse—(consolid.)					
To Burma	Chief port	221,110	17,00,356	224,989	19,18,748
" Other ports		16,163	1,24,128	11,333	92,882
" Bengal	All ports	11,292	84,238	13,705	1,24,264
" Pondicherry		722	3,994	87	452
" Bihar and Orissa		505	4,700	1,720	12,521
" Travancore	Alleppey				
Rice in the husk (paddy)—					
To Bombay	Chief port	303	3,472		
" Madras	Chief port	728,976	21,88,622		
" Other ports		147,298	5,00,049	4,296	17,766
" Burma	Chief port	2	30		
" Bengal	Other ports	112	66	1	7
" Bihar and Orissa	All ports	1,023	3,836	7,108	17,721
" Travancore		728	2,982	5,328	20,076
Rice not in the husk—					
To Bombay	Chief port	60,736	5,17,009	28,966	2,72,082
" Madras	Chief port				
" Other ports		3,471	27,326	15	49
" Burma	Chief port	81,033	6,20,081	10,796	7,49,171
" Bengal	Chief port	45,020	3,89,875	36,701	3,23,112
" Other ports		1,726	13,248	577	8,703
" Bihar and Orissa	All ports	9,900	63,351	10,236	1,10,706
" Travancore	Alleppey				
" Travancore	Treavandrum				
" Bihar and Orissa		2,101	12,721	32,908	3,10,383
" Kathiawar					
Wheat—					
To Bombay	Chief port				
" Madras	Chief port				
" Other ports		1	13		
" Burma	Chief port	82,001	5,80,082	116,296	8,86,403
" Bengal	Other ports	40	991	63	227
" All ports		38	473	44	400
Wheat flour—					
To Bombay	Chief port				
" Madras	Chief port	11,726	61,812	830	7,096
" Other ports		4,079	14,621	3,404	20,732
" Burma	Chief port	131,329	13,18,229	147,101	14,53,711
" Bengal	Chief port	21,406	1,33,160	22,415	1,17,214
" All ports		24,576	2,51,210	29,186	2,81,204
" Pondicherry		2,263	20,111	5,272	22,670
" Bihar and Orissa		210	5,000	105	1,020
Other sorts—					
To Bombay	Chief port				
" Madras	Chief port				
" Other ports		618	3,483	594	3,710
" Burma	Chief port	150	1,011	281	501
" Bengal	All ports			11	128

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Hardware and Millinery—				
To Bombay	Chief port		780	
" Madras	Other ports		400	
" Burma	Chief port		14,200	25,783
" Bihar and Orissa	Other ports		1,650	1,700
" Bengal	All ports		20,920	6,400
" All ports			1,67,779	2,29,679
Hardware and Cutlery (including agricultural imple-				
ments and plait-ware)—				
To Bombay	Chief port		7,258	528
" Madras	Chief port		11,298	11,333
" Other ports			28,132	7,314
" Burma	Chief port		3,78,263	6,06,947
" Bengal	Chief port		41,165	28,237
" Other ports			71,003	77,224
" All ports			17,983	8,225
" Bihar and Orissa				100
" Pondicherry				
" Kathiawar	(Purchaser)			
" Travancore	(Mangal)			618
" Alleppey				
Hemp, raw—				
To Bombay	Chief port		25	875
" Madras	Chief port			
" Other ports			486	11,400
" Bengal	All ports			556
Manufactures (ex-coast)—				
To Bombay	Chief port			
" Madras	Chief port		1,86,151	1,43,819
" Bengal	Chief port			492
Hides and Skins—				
Hides, raw—				
To Bombay	Chief port		8	6,000
" Madras	Chief port		271	21,200
" Other ports			29	700
" Burma	Chief port		2,009	1,16,700
" Bengal	All ports			1,897
" Bihar and Orissa				90,316
" All ports				100
Buffalo Hides—				
To Bengal	All ports		323	16,303
Other Hides—				
To Bombay	Chief port		97	5,430
" Madras	Chief port		22	2,000
" Bengal	All ports			211
" Bihar and Orissa				76
" Travancore				90,316
Hides, dressed or tanned—				
To Bombay	Chief port		2	320
" Madras	Chief port			10
" Bengal	All ports			1,200

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Hides and Skins—(Overall.)				
Skins, raw—				
Goat Skins—				
To Madras	10	600	12	980
Bengal	43	5,953	—	—
All ports	—	—	—	—
Sheep skins—				
To Burma	1	456	2	389
Other skins—				
To Bombay	50	7,500	—	—
" Madras	9	1,715	—	—
Skins, dressed or tanned—				
To Burma	11	3,245	50	—
Horn tips and pieces of horn and horn—				
To Burma	—	—	1	75
Bengal	4	89	—	—
Instruments, Apparatus & Appliances & parts thereof—				
To Bombay	—	—	20,329	—
" Madras	—	—	3,678	—
" Other ports	—	—	12,611	—
" Bengal	—	—	51,311	—
" All ports	—	—	75	—
" All ports	—	—	469	—
very—				
Unmanufactured—				
To Bombay	—	—	—	—
Jute—				
To Bombay	—	—	—	—
" Sind	8	1,707	5	756
" Madras	—	—	20	—
" Other ports	—	—	1,214	—
" Bengal	41	8,353	22	4,200
" All ports	—	—	438	—
" Travancore	936	44,835	4	1,053
" Pondicherry	1	396	3	745
" Peshawar	1	210	—	—
Twist and Yarn—				
To Bombay	—	—	4,592	1,230
" Madras	—	—	—	6,720
Manufactures—				
Gunny bags—				
To Bombay	—	—	4,010,210	13,90,329
" Sind	—	—	4,267,520	12,68,062
" Madras	—	—	394,426	3,20,133
" Other ports	—	—	1,313,819	4,63,096
" All ports	—	—	—	1,590,000
" All ports	—	—	—	4,11,978

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 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Manufactures—(contd.)				
Gunny bags—				
To Burma	—	—	40,307,140	21,68,891
" Other ports	—	—	34,779,551	10,89,953
" Bengal	—	—	3,081,011	8,48,445
" Pondicherry	—	—	109,345	32,945
" Travancore	—	—	256,723	83,004
" Bihar and Orissa	—	—	142,550	49,249
" All ports	—	—	38,000	60,500
Gunny cloth—				
To Bombay	—	—	5,811,500	7,57,738
" Sind	—	—	256,000	78,004
" Madras	—	—	542,523	74,050
" Other ports	—	—	413,309	66,645
" Bengal	—	—	736,070	73,693
" Pondicherry	—	—	—	—
" Travancore	—	—	111,100	14,826
" Bihar and Orissa	—	—	66,000	12,023
" All ports	—	—	8,128	1,065
Rope and Twine—				
To Bombay	—	—	9,102	1,64,370
" Sind	—	—	5,207	1,03,816
" Madras	—	—	3,462	70,397
" Other ports	—	—	1,386	22,323
" Bengal	—	—	11,896	1,00,000
" Pondicherry	—	—	323	6,035
" Travancore	—	—	245	87
" Bihar and Orissa	—	—	16	230
" All ports	—	—	56	1,192
" All ports	—	—	107	263
Manufactures—				
Other kinds—				
To Bombay	—	—	—	101
" Sind	—	—	—	1,620
" Madras	—	—	203	1,892
" Other ports	—	—	—	1,163
" Bengal	—	—	—	22
" All ports	—	—	—	—
Lac—				
To Bombay	—	—	—	—
" Sind	—	—	—	—
" Madras	—	—	—	—
" Other ports	—	—	—	—
" Bengal	—	—	—	—
Stick—				
To Bombay	—	—	—	—
" Sind	—	—	—	—
" Madras	—	—	—	—
" Other ports	—	—	—	—
" Bengal	—	—	—	—
Other kinds (ex hoc-dye)—				
To Bombay	—	—	63	1,240
" Sind	—	—	—	31
" Madras	—	—	112	9,567
" Other ports	—	—	—	7
" Bengal	—	—	—	—
" All ports	—	—	—	—

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Leather—					
Unwrought—					
To Bombay	Chief port	...	...	...	...
" Madras	Chief port	...	...	...	...
" Madras	Other ports	...	...	...	...
" Burma	Chief port	614	88,407	635	1,04,748
" Bengal	Chief port	11	2,187	1	222
" Bengal	All ports	...	35	1	50
Manufactures—					
Saddlery and Harness—					
To Madras	Other ports	...	12,610	...	7,637
" Burma	Other ports	...	355	...	240
" Bihar and Orissa	...	...	...	...	100
" Bengal	All ports	...	...	...	...
Other sorts—					
To Bombay	Chief port	...	...	...	...
" Madras	Chief port	...	...	...	...
" Burma	Chief port	...	38,960	...	53,413
" Bengal	Other ports	...	...	...	1,000
" Bengal	All ports	...	...	...	...
Liquors—					
Spirits—					
Rum—					
To Burma	Chief port	gals.	4	61	...
" Bengal	All ports	"	48	517	89
Other sorts—					
To Bombay	Chief port	gals.	...	...	...
" Sind	Chief port	...	...	...	...
" Madras	Chief port	"	17	175	214
" Madras	Other ports	"	...	89	166
" Bengal	Chief port	"	3,383	3,383	1,194
" Travancore	Chief port	"	10	16	5,010
" Burma	All ports	"	40	200	...
" Bengal	Other ports	"	...	...	...
" Bengal	All ports	"	93	290	...
Other sorts of liquors—					
To Burma	Chief port	gals.	40	200	...
" Bengal	All ports	"	93	290	368
Machinery and Millwork—					
To Bombay	Chief port	...	2,190	...	9,870
" Madras	Chief port	...	3,640	...	1,600
" Madras	Other ports	...	1,192	...	6,276
" Burma	Chief port	...	9,687	...	615
" Bengal	Other ports	...	...	410	...
" Bengal	All ports	...	...	929	3,280
" Pondicherry	...	...	...	...	350
Manure—					
Bone—					
To Bengal	All ports	tons	1	100	...

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Manures—(except).					
Other kinds—					
To Bombay	Chief port	...	20	4,300	...
" Sind	Kanoli	...	...	144	...
" Madras	Chief port	...	...	...	162
" Madras	Other ports	...	43	5,362	50
" Pondicherry	Chief port	...	11	750	...
" Bengal	All ports	...	...	...	1
" Bihar and Orissa	...	...	...	...	...
Mats and Matting—					
To Bombay	Chief port	sq. yds.	...	30	...
" Madras	Chief port	...	455	...	...
" Madras	Other ports	...	2,002,296	2,08,107	2,109,191
" Burma	Chief port	...	...	800	2,300
" Bengal	Other ports	...	320,750	18,501	409,610
" Bengal	All ports	...	...	...	17,770
Metals and Ores—					
Brass bronze and similar amalgams—					
Unwrought—					
To Bengal	All ports	cwts.	...	...	...
Wrought—					
To Bombay	Chief port	cwts.	24	1,060	122
" Sind	Kanoli	...	...	244	4,965
" Madras	Chief port	...	40	2,700	...
" Madras	Other ports	...	...	950	...
" Burma	Chief port	...	3,807	3,08,414	2,780
" Bengal	Chief port	...	1,031	60,580	2,46,685
" Bengal	Other ports	...	685	44,614	200
" Bihar and Orissa	All ports	...	124	3,107	690
" Bengal	...	...	...	...	29
" Bihar and Orissa	...	...	...	...	375
Copper—					
Unwrought—					
To Bombay	Chief port	cwts.	21	2,500	2
" Madras	Chief port	...	128	1,135	4
" Madras	Other ports	...	...	9,425	812
" Burma	Chief port	...	805	71,380	46
" Bengal	Other ports	...	123	10,338	64
" Bengal	All ports	...	27	1,474	2,450
Iron—					
Cast pig—					
To Bombay	Chief port	cwts.	146	10,931	219
" Sind	Kanoli	...	...	2,312	...
" Madras	Chief port	...	12	1,500	...
" Madras	Other ports	...	20	1,000	...
" Burma	Chief port	...	1,037	57,385	1,778
" Bengal	Chief port	...	...	...	...
" Bengal	Other ports	...	20	1,102	...
" Bengal	All ports	...	20	1,025	...
Wrought—					
To Bombay	Chief port	cwts.	21	2,500	2
" Madras	Chief port	...	128	1,135	4
" Madras	Other ports	...	...	9,425	812
" Burma	Chief port	...	805	71,380	46
" Bengal	Other ports	...	123	10,338	64
" Bengal	All ports	...	27	1,474	2,450

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals—(Contd.)					
Wrought—					
To Bombay					
" Madras	Chief port	cwts.	88	1,530	...
" Other ports	Chief port	"	152	32,364	...
" Burma	Chief port	"	170	35,164	103
" Other ports	Chief port	"	3	445	15,523
" Bengal	All ports	"	94	1,923	...
Other sorts—					
To Bombay					
" Madras	Chief port	cwts.	2	680	...
" Other ports	Chief port	"	75	1,390	...
" Burma	Chief port	"	1	240	...
" Other ports	Chief port	"	192	20,286	169
" Bihar and Orissa	Chief port	"	2	100	27,710
" Bengal	All ports	"	168	4,097	16
Unmanufactured—					
To Bombay					
" Madras	Chief port	cwts.	50	350	80
" Other ports	Chief port	"	48	3,710	1,928
" Burma	Chief port	"	50	625	...
" Other ports	Chief port	"	111	2,547	16
" Bengal	Chief port	"	7	770	1,760
" Bihar and Orissa	All ports	"	35	1,045	68
" Bengal	All ports	"	58	146	5,891
Oils—					
Animal—					
To Burma					
" Other ports	gals.	"	337	536	36
" Bengal	All ports	"	9	25	5
Essential—					
To Bombay					
" Sind	Chief port	gals.	270	10,230	329
" Madras	Karauli	"	43	600	246
" Other ports	Chief port	"	43	1,710	4,460
" Burma	Chief port	"	865	12,091	513
" Other ports	Chief port	"	1,078	8,770	878
" Bengal	All ports	"	113	400	...
Mineral—					
Kerosene—					
To Burma					
" Other ports	gals.	"	...	...	11,805
" Bengal	Chief port	"	4,930	2,428	162,381
" Bihar and Orissa	All ports	"	94,160	45,013	64,000
Paraffin wax—					
To Burma					
" Other ports	cwts.	"	23	440	3
" Bengal	All ports	"	5	375	4

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oils—(Contd.)					
Other kinds—					
To Bombay	Chief port	gals.	5	25	...
" Madras	Chief port	...	...	102	30
" Other ports	...	...	2,503	10,825	5,295
" Chief port	...	...	1,058	948	...
" Burma	Chief port	...	18,216	12,792	20,507
" All ports	...	...	108	450	...
" Bengal	...	...	...	...	...
" Bihar and Orissa	...	...	...	...	...
" Mahi	...	...	...	294	...
Vegetable, not essential—					
Castor—					
To Bombay	Chief port	gals.	...	...	...
" Madras	Chief port	...	...	...	...
" Other ports	...	...	623	851	264
" Chief port	...	...	4,306	6,771	3,375
" Burma	Chief port	...	2,795	2,401	...
" All ports	...	...	2,028	2,002	...
" Travancore	Alleppey	...	192	205	...
Cocunut—					
To Bombay	Chief port	gals.	...	...	...
" Madras	Chief port	...	...	...	...
" Other ports	...	...	18,834	45,210	7,497
" Chief port	...	...	8,143	12,366	7,871
" Other ports	...	...	30,421	38,076	23,708
" Bengal	All ports	...	20,778	80,347	29,301
" Bihar and Orissa	...	...	...	...	...
Groundnut—					
To Burma	Chief port	gals.	50	900	...
" Other ports	...	...	18,735	26,985	10,153
Linseed—					
To Bombay	Chief port	gals.	45,845	1,00,115	50,228
" Sind	Chief port	...	...	...	...
" Madras	Chief port	...	63,743	1,56,210	49,346
" Other ports	...	...	3,254	881	669
" Chief port	...	...	46,000	99,933	80,008
" Burma	Chief port	...	...	...	...
" All ports	...	...	370	1,448	367
" Bengal	Chief port	...	...	...	...
" Other ports	...	...	2,827	7,329	3,628
" Bihar and Orissa	...	...	275	618	355
" Travancore	Alleppey	...	...	...	...
Mustard or Rape—					
To Bombay	Chief port	gals.	12	25	...
" Madras	Chief port	...	...	...	...
" Other ports	...	...	142,641	2,54,338	133,477
" Chief port	...	...	34,820	58,081	43,073
" Burma	Chief port	...	...	...	...
" Other ports	...	...	163,681	3,21,088	284,450
" Bengal	Chief port	...	...	...	...
" Other ports	...	...	...	...	...
" Bihar and Orissa	...	...	...	...	...
Til or Jicjili—					
To Burma	Chief port	gals.	...	...	...
" Other ports	...	...	203	590	...
" Chief port	...	...	...	...	1,264
" Bengal	...	...	...	...	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oils—(Concld.)				
Other sorts—				
To Madras	Chief port gals. ...	...	...	...
" Other ports	30	720	40	650
" Burma	222	2,720	3,302	8,111
" Other ports	1,309	2,903	4,621	9,820
" Bengal	8,022	10,398	9,670	17,000
Oil-cakes—				
Coconut cake—				
To Bihar and Orissa	...	...	...	...
" Bengal	8,628	14,700	...	...
" All ports	274	1,100	...	...
Other kinds—				
To Madras	Other ports cwts. ...	14	50	...
" Burma	Chief port	416	1,800	...
" Bengal	All ports	...	7	25
Paints and colours, including painters' materials—				
To Bombay	Chief port	1,31,410	...	7,380
" Sind	Kanachi	11,300	...	675
" Madras	Chief port	75,628	...	25,888
" Other ports	10,470	8,838	...	...
" Chief port	1,17,772	1,44,424	...	...
" Other ports	2,126	4,163	...	...
" Burma	Chief port	15,053	...	10,472
" Bengal	All ports	11,688	...	2,679
" Travancore	Allepey	1,406	...	...
" Bihar and Orissa	...	...	...	...
Paper and Pasteboard—				
Printing Paper—				
To Bombay	Chief port cwts. ...	3,940	78,692	1,218
" Sind	Kanachi	...	...	24,131
" Madras	Chief port	2,634	70,885	5,367
" Other ports	2,308	29,576	1,702	1,38,211
" Chief port	90,292	3,74,468	24,342	4,43,823
" Other ports	225	4,430	82	1,294
" Bengal	All ports	2	30	774
" Travancore	Allepey	116	2,418	338
" Bihar and Orissa	...	...	...	...
" Pondicherry	...	...	...	...
Writing Paper and Envelopes—				
To Madras	Other ports	...	...	...
" Chief port	...	623	...	...
" Burma	Chief port	...	60	460
" Other ports	...	300	...	578
" Bengal	All ports	15,100	...	15,795
" Bihar and Orissa	...	2,000	...	600
" Travancore	Allepey	...	...	...
Other kinds of Paper—				
To Bombay	Chief port cwts. ...	76	1,052	60
" Chief port	41	700	790	10,080
" Other ports	314	5,312	560	3,000

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Paper and Pasteboard—(concl.)				
Other kinds of Paper—(concl.)				
To Madras	Chief port cwts. ...	147	3,341	2,840
" Other ports	...	64	1,020	141
" Bengal	All ports	38	352	55
" Bihar and Orissa	...	281	2,811	670
Pasteboard, millboard and cardboard of all kinds—				
To Madras	Chief port cwts. ...	202	5,774	...
" Other ports	...	9	145	...
" Bihar and Orissa	...	63	630	...
Perfumery—				
To Bombay	Chief port	...	237	...
" Madras	Chief port	...	4,086	2,783
" Other ports	...	12,223	...	10,896
" Burma	Chief port	...	3,132	1,173
" Bengal	All ports	...	524	372
" Travancore	Allepey	...	...	...
Fish, Tare and Dummer—				
To Bombay	Chief port cwts. ...	10	33	...
" Madras	Other ports	1,477	6,577	1,401
" Chief port	...	3,604	17,829	703
" Bengal	Other ports	203	4,284	210
" All ports	1,738	11,328	2,810	10,600
" Bihar and Orissa	...	1,311	7,643	1,140
" Travancore	Allepey	384	1,559	97
Provisions and oilman's stores—				
Butter—				
To Bombay	Chief port	...	...	...
" Other ports	...	50,294	38,137	45,690
" Madras	Chief port	...	962	38,001
" Other ports	...	...	...	...
Cheese—				
To Bombay	Chief port	...	946	...
" Chief port	...	...	636	...
" Other ports	...	...	...	245
Fishmaws and Shuckfins—				
To Bombay	Chief port cwts. ...	98	22,456	15
" Chief port	...	125	2,083	50
" Bengal	All ports	35	4,920	117
Fish, dried (unsalted)—				
To Madras	Chief port cwts. ...	10,790	1,27,532	11,436
" Chief port	...	...	...	2,95,463
" Other ports	...	14,170	2,72,474	17,007
" Bengal	All ports	...	...	3,08,879
Fish, dried (salted)—				
To Madras	Chief port cwts. ...	1,152	33,614	389
" Chief port	...	...	...	...
" Bengal	All ports	62	476	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Provisions—(contd.)					
Ghee—					
To Madras	Chief port	694	420	...	...
	Other ports	...	...	...	...
" Burma	Chief port	2,259,890	14,68,376	2,485,129	15,75,765
	Other ports	163,635	91,262	131,273	73,385
" Bengal	All ports	269,272	1,89,685	256,739	1,50,477
" Bihar and Orissa	All ports	...	...	...	...
Other sorts of provisions—					
To Bombay	Chief port	50	2,420	76	6,482
	Kanani	...	...	...	...
" Sind	Chief port	48	2,408	70	4,579
" Madras	Chief port	14	1,614	4	276
	Other ports	139,818	19,66,422	163,885	21,52,020
" Burma	Chief port	454	19,837	298	8,543
	Other ports	1,623	31,735	2,415	45,144
" Bengal	All ports	6,129	32,185	1,516	10,030
" Bihar and Orissa	All ports	...	...	...	...
Rags and materials for making paper—					
To Bombay	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Madras	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Burma	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Bengal	All ports	...	...	...	...
Railway Plant and Rolling-Stock—					
To Bombay	Chief port	...	3,000	...	375
	Other ports	...	5,662	...	3,546
" Madras	Chief port	...	1,210	...	14,390
	Other ports	...	...	...	...
" Burma	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Bengal	All ports	...	...	...	...
Salt—					
To Madras	Chief port	34	174	82	402
	Other ports	...	...	...	...
" Burma	Chief port	218	430	3,974	9,380
	Other ports	...	...	...	...
" Bengal	All ports	7,298	10,925	136	396
" Bihar and Orissa	All ports	15,094	20,169	...	19
Seeds—					
Essential—					
Alfalfa—					
To Burma	Chief port	...	...	35	399
	Other ports	...	...	31	291
Coriander—					
To Madras	Chief port	448	5,604	92	1,000
	Other ports	786	6,468	...	...
" Burma	Chief port	3,856	22,697	7,601	1,25,657
	Other ports	382	2,683	495	6,311
" Bihar and Orissa	All ports	1,644	10,630	...	...
" Bengal	All ports	4	40	132	3,436

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods reported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Seeds—contd.					
Cumin—					
To Madras	Chief port	98	1,672	43	200
	Other ports	222	4,517	190	3,368
" Burma	Chief port	3,083	94,123	4,286	1,80,656
	Other ports	171	3,418	161	4,369
" Bengal	All ports	148	2,189	4	40
Other sorts—					
To Burma	Chief port	327	5,710	243	3,851
	Other ports	77	836	78	1,573
" Bengal	All ports	19	203	4	75
Non-essential—					
Onion—					
To Bombay	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Madras	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Burma	Chief port	...	...	2,948	6,616
	Other ports	...	...	...	...
" Bengal	All ports	...	...	...	...
Earthenware—					
To Madras	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Burma	Chief port	214	1,233	203	2,316
	Other ports	297	2,983	524	5,842
" Bengal	All ports	...	...	...	...
" Bihar and Orissa	All ports	...	...	...	...
Unseed—					
To Bombay	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Madras	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Burma	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Bengal	All ports	...	...	...	...
Mustard—					
To Bombay	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Madras	Chief port	2,153	15,621	451	6,501
	Other ports	...	...	...	...
" Burma	Chief port	10	300	1,236	9,300
	Other ports	...	...	...	...
" Bengal	All ports	...	...	...	...
Rape—					
To Bombay	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Madras	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Burma	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Bengal	All ports	...	...	...	...
Til or Gnaply—					
To Bombay	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Madras	Chief port	1,751	12,297	...	...
	Other ports	...	...	...	...
" Burma	Chief port	...	...	...	...
	Other ports	...	...	...	...
" Bengal	All ports	...	...	...	...

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Scents—(concl.)				
Other sorts—				
To Bombay	Chief port	cwt.	...	...
" Sind	Karachi	"	...	...
" Madras	Chief port	"	78	8,000
" Other ports	Chief port	"	4,088	1,870
" Burma	Chief port	"	730	10,651
" Bengal	Chief port	"	40	544
" All ports	Chief port	"	274	5,094
Ships, parts of—				
To Bombay	Chief port	"	...	14,000
" Madras	Chief port	"	...	...
" Other ports	Chief port	"	...	550
" Burma	Chief port	"	...	400
" Bengal	Chief port	"	...	4,175
" Bihar and Orissa	Chief port	"	...	150
Silk—				
Raw—				
To Bombay	Chief port	lbs.	...	...
" Madras	Chief port	"	...	...
" Burma	Chief port	"	123	450
" Bengal	Chief port	"	4,830	45,520
" All ports	Chief port	"	...	1,372
Manufactures—				
Piece goods—				
To Madras	Chief port	yds.	...	...
" Other ports	Chief port	"	...	...
" Madras	Chief port	"	722	946
" Bengal	Chief port	"	...	...
" All ports	Chief port	"	...	...
Other sorts—				
To Burma	Chief port	lbs.	301	260
" Bengal	Chief port	"	982	1,100
Soap—				
To Bombay	Chief port	cwt.	906	14,021
" Sind	Karachi	"	...	21,015
" Madras	Chief port	"	231	4,065
" Other ports	Chief port	"	107	1,827
" Burma	Chief port	"	304	10,292
" Bengal	Chief port	"	82	1,594
" Bihar and Orissa	Chief port	"	211	9,284
Spices—				
Betel-nuts—				
To Bombay	Chief port	lbs.	1,776,911	2,76,024
" Sind	Karachi	"	8,408	1,126
" Madras	Chief port	"	26	4
" Other ports	Chief port	"	24,316	2,475

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Spices—				
Betel-nuts—(concl.)				
To Burma	Chief port	lbs.	32,648,221	49,52,427
" Other ports	Chief port	"	519,082	85,010
" Bengal	Chief port	"	978,622	1,10,237
" Bihar and Orissa	Chief port	"	1,655,306	1,49,220
" Mahi	Chief port	"	...	1,314,944
Cashew-nuts—				
To Bombay	Chief port	lbs.	18,892	5,010
" Sind	Karachi	"	...	2,464
" Madras	Chief port	"	...	3,752
" Other ports	Chief port	"	168	6,341
" Burma	Chief port	"	10,238	22,914
" Bengal	Chief port	"	541	440
" All ports	Chief port	"	235	728
Cliffes—				
To Bombay	Chief port	lbs.	...	17,186
" Madras	Chief port	"	...	3,808
" Other ports	Chief port	"	203,374	2,680,455
" Burma	Chief port	"	80,425	11,027
" Bengal	Chief port	"	418,821	63,346
" Bihar and Orissa	Chief port	"	...	334,428
Ginger—				
To Bombay	Chief port	lbs.	106,330	12,500
" Sind	Karachi	"	5,090	500
" Madras	Chief port	"	41,843	5,334
" Other ports	Chief port	"	56,444	3,300
" Burma	Chief port	"	...	34,187
" Bengal	Chief port	"	...	820
Paper—				
To Bombay	Chief port	lbs.	18,810	7,772
" Sind	Karachi	"	8,407	4,079
" Madras	Chief port	"	10,244	10,420
" Other ports	Chief port	"	5,426	1,940
" Burma	Chief port	"	8,231	2,507
" Bengal	Chief port	"	87,488	20,798
Other sorts—				
To Bombay	Chief port	lbs.	17,416	8,580
" Sind	Karachi	"	1,904	170
" Madras	Chief port	"	340	158
" Other ports	Chief port	"	10,130	1,818
" Burma	Chief port	"	47,400	23,830
" Bengal	Chief port	"	214,418	53,062
" Bihar and Orissa	Chief port	"	2,488,388	2,65,462
" Allepoy	Chief port	"	...	1,596,946
Stationery (excluding paper)—				
To Bombay	Chief port	"	...	...
" Sind	Karachi	"	...	...
" Madras	Chief port	"	...	...
" Other ports	Chief port	"	...	...

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Stationery (excluding paper)—(contd.)					
To Bombay	Chief port	...	2,717	...	8,60
" Bengal	Other ports	...	484	...	...
" Bihar and Orissa	All ports	...	9,854	...	8,30
" Transamerica	Alleppey	...	2,536	...	...
Stone and Marble—					
To Bombay	Chief port	cwts.	2	100	5
" Madras	Chief port	"	10	351	33
" "	Other ports	"	11	30	...
" Burma	Chief port	"	17,282	66,292	61,444
" "	Other ports	"	84	382	50
" Bengal	All ports	"	1,779	9,275	70
" Bihar and Orissa	"	"	303	2,260	...
Sugar, 16 Dutch standard and above—					
To Bombay	Chief port	cwts.	454	7,688	48
" Madras	Chief port	"	364	3,911	73
" "	Other ports	"	...	...	1,38
" Burma	Chief port	"	9,882	1,34,626	5,829
" "	Other ports	"	15,628	1,83,107	7,165
" Bengal	All ports	"	35,779	574,322	6,500
" Bihar and Orissa	"	"	112	2,042	...
Sugar, 15 Dutch standard and below—					
To Bombay	Chief port	cwts.	...	...	...
" Madras	Chief port	"	...	...	...
" "	Other ports	"	...	...	...
" Burma	Chief port	"	10,474	33,679	9,833
" "	Other ports	"	14,730	7,928	1,813
" Bengal	All ports	"	40,404	2,07,788	31,227
" Bihar and Orissa	"	"	...	...	...
" Kathiawar	Bhavnagar	"	...	...	...
Tallow, and tsearine, including gross and animal fat—					
To Bombay	Chief port	cwts.	...	...	1,75
" Madras	Chief port	"	15	440	60
" "	Other ports	"	...	...	...
" Burma	Chief port	"	2,063	51,512	2,65
" "	Other ports	"	29	610	7
" Bengal	All ports	"	70	28,142	33,88
Tea—					
Black—					
To Bombay	Chief port	lbs	481,650	2,33,832	10,000
" Madras	Chief port	"	107,124	55,104	16,52
" "	Other ports	"	124,985	57,045	19,04
" Burma	Chief port	"	2,425	1,228	2,632
" "	Other ports	"	128,826	64,162	1,111
" Bengal	Chief port	"	129,962	80,208	57,283
" Bihar and Orissa	All ports	"	612,354	2,76,701	1,056,912

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1914-15.		1915-16.	
Quantity.	Value in Rupees.	Quantity.	Value in Rupees.		
Tea—					
Black—(contd.)					
To Kathiawar	... Mangrol	Has.	...	...	...
" " "	... Porbander	"	...	...	...
" " "	... "	"
Green—					
To Kathiawar	... Chief port	"	9	3	...
To Burma	... Other ports	Has.	120	100	...
Toys and requisites for games—					
To Bombay	... Chief port	"	...	350	...
" " "	... Chief port	"	...	45	...
" " "	... Other ports	"	...	4,063	6,05
" " "	... Chief port	"	...	...	...
" " "	... Other ports	"	...	...	30
" " "	... All ports	"	...	...	...
To Bihar and Orissa	...	"	...	...	...
Uncutrice (including parselo and sambar)—					
To Bombay	... Chief port	No.	21,000	11,700	...
" " "	... Kandla	"	...	...	...
" " "	... Chief port	"	12	15	...
" " "	... Other ports	"	283,720	3,52,765	43,54
" " "	... Chief port	"	28,220	31,640	29,28
" " "	... Other ports	"	...	1,312	1,4
" " "	... All ports	"	324	346	...
Wax of all kinds other than paraffin wax (excluding tallow)—					
To Bombay	... Chief port	cwts.	...	...	...
" " "	... Chief port	"	65	1,422	3
" " "	... Chief port	"	20	385	10
" " "	... Other ports	"	...	...	4
Wood and Timber—					
Timber other than railway sleepers—					
To Bombay	... Chief port	c. tons	101	25,125	...
" " "	... Kandla	"	...	...	...
" " "	... Chief port	"	...	...	...
" " "	... Other ports	"	...	...	...
" " "	... Chief port	"	...	...	...
" " "	... Other ports	"	1	450	2
" " "	... All ports	"	...	...	...
Other timber—					
To Bombay	... Chief port	c. tons	792	95,648	293
" " "	... Kandla	"	...	...	...
" " "	... Chief port	"	3	225	...
" " "	... Other ports	"	71	16,410	29
" " "	... Chief port	"	141	11,570	85
" " "	... Other ports	"	...	1,000	7
" " "	... All ports	"	16	1,000	...
To Bihar and Orissa	...	"	...	...	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Wood and Timber—(contd.)				
Ornamental—				
Santal—				
To Burma	535	90
Other kinds—				
To Burma	3,000
" Bihar and Orissa	25
Manufactures of wood other than furniture and cabinetware—				
To Bombay	615	14,003
" Sind	786
" Madras	48,403
" Bihar and Orissa	35,012
" Bengal	2,343
" Bihar and Orissa	41,796
Wood—				
Raw—				
To Bombay
" Sind
" Madras
" Bihar and Orissa
Manufactures—				
To Bombay	2,000	...
" Sind
" Madras
" Bihar and Orissa
" Bengal
All other articles of merchandise—				
Unmanufactured—				
To Bombay	2,300	3,914
" Sind
" Madras
" Bihar and Orissa
" Bengal
Manufactured—				
To Bombay	2,087	4,218
" Sind
" Madras
" Bihar and Orissa
" Bengal
" Travancore
" Pondicherry

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1914-15 and 1915-16.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1914-15.		1915-16.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Total Merchandise—				
To Bombay
" Sind
" Madras
" Bihar and Orissa
" Bengal
" Travancore
" Pondicherry
" Goa
" Tulu
" Malé
Grand Total of Merchandise	...	7,42,33,883	...	6,30,14,086

INTERNAL TRADE. IMPORTS.

Statement showing the articles imported into the Calcutta Trade Block by all routes—
Rail, River, Road and Sea (coasting and foreign) during the year 1910-11,
as compared with the figures of the two previous years.

ARTICLES.	Quantity.			Value in Rupees.		
	1910-11.	1911-12.	1912-13.	1910-11.	1911-12.	1912-13.
Animals—						
1—Horses, ponies and mules	No. 8,200	5,700	29,000	19,01,500	13,45,784	35,53,900
2—Horned cattle	278,151	230,960	199,921	1,11,29,251	90,78,520	9,09,552
3—Sheep and goats	862,046	1,11,151	584,156	25,45,557	35,50,000	25,50,000
4—Other kinds	57,614	329,891	321,259	77,56,891	16,84,100	22,25,200
Output including drapery, &c.						
1—Cotton	19,25,605	14,25,245	10,05,822	7,18,61,020	6,25,29,111	5,24,48,278
2—Wool	1,274,180	1,274,180	1,092,427	5,08,94,252	5,08,94,252	4,27,00,000
Do., manufactured—						
1—Text and yarn (foreign)	Mds. 149,000	129,823	131,000	1,04,18,043	1,25,22,201	24,08,215
2—Ditto ditto (Indian)	316,494	401,022	427,371	27,28,22,411	31,10,10,011	32,00,000
3—Textiles (Indian)	—	—	—	2,55,97,141	1,90,22,000	20,45,000
4—Others	—	—	—	1,47,41,013	1,80,24,011	21,22,011
Chemicals, excepting saltpetre	—	—	—	44,39,567	45,01,011	26,78,500
Drugs—						
1—Medicinal preparations	Mds. —	—	—	55,81,011	31,16,211	50,26,300
2—Other sorts, not medicinal	—	—	—	27,25,000	35,26,000	65,26,000
3—Intoxicating drugs (other than opium)	852	271	683	13,774	4,644	5,290
Drugs and mining materials—						
1—Opium	Mds. 10,187	12,878	21,611	16,27,770	20,45,000	1,01,72,000
2—Sulphur	625,000	625,000	719,112	12,11,211	7,77,900	11,51,022
3—Cobalt	30,000	35,000	35,000	10,30,000	1,79,000	8,40,000
4—Terrene	200,000	184,000	191,000	21,81,000	18,72,000	17,25,000
5—Antimony and stannic oxide	—	—	—	14,58,000	14,58,000	14,58,000
6—Zinc	50,000	35,000	41,000	10,00,000	10,00,000	10,00,000
7—Copper	10,000	10,000	10,000	10,00,000	10,00,000	10,00,000
8—Other kinds	10,000	10,000	10,000	10,00,000	10,00,000	10,00,000
Foodstuffs—						
1—Cereals	Mds. 32,25,111	30,25,111	31,02,111	14,02,211	10,02,211	8,91,500
2—Wheat and crushed food	10,000	10,000	10,000	1,00,000	1,00,000	1,00,000
3—Rice and other grain	1,200,000	2,000,000	2,000,000	8,00,000	8,00,000	8,00,000
Fruits and vegetables, fresh	—	—	—	1,81,82,011	1,81,82,011	1,22,82,011
Flowers, fresh—						
1—Jade, manufactured	Mds. 19,000,000	23,000,000	30,107,000	20,50,76,000	20,50,76,000	20,50,76,000
2—Glass, lamp and other	—	—	—	7,21,20,111	8,10,00,000	9,24,14,011
3—Hemp and other fibres, raw	—	—	—	1,32,00,000	99,31,000	70,26,011
Grains and oilseed—						
1—Wheat	Mds. 7,250,000	4,119,011	6,119,011	7,82,011	1,20,20,111	3,82,20,111
2—Wheat flour	—	—	—	1,20,20,111	1,20,20,111	1,20,20,111
3—Rice	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
4—Do. not in the husk	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
5—Gram and pulses	7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
6—Green and pulsed	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
Hides and skins—						
1—Hides of cattle	Mds. 8,300	8,300	8,300	1,45,81,111	1,45,81,111	1,45,81,111
2—Hides of sheep, goats and small animals	1,221,011	921,111	1,126,111	1,20,11,011	1,20,11,011	1,20,11,011
3—Hides of horses, ponies and mules	—	—	—	1,20,11,011	1,20,11,011	1,20,11,011
4—Do. not in the husk	—	—	—	1,20,11,011	1,20,11,011	1,20,11,011
5—Hides of other animals	—	—	—	1,20,11,011	1,20,11,011	1,20,11,011
6—Hides of other animals	—	—	—	1,20,11,011	1,20,11,011	1,20,11,011
Leather—						
1—Wheat	Mds. 7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
2—Wheat flour	—	—	—	1,20,20,111	1,20,20,111	1,20,20,111
3—Rice	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
4—Do. not in the husk	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
5—Gram and pulses	7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
6—Green and pulsed	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
Leaves—						
1—Wheat	Mds. 7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
2—Wheat flour	—	—	—	1,20,20,111	1,20,20,111	1,20,20,111
3—Rice	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
4—Do. not in the husk	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
5—Gram and pulses	7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
6—Green and pulsed	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
Leaves—						
1—Wheat	Mds. 7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
2—Wheat flour	—	—	—	1,20,20,111	1,20,20,111	1,20,20,111
3—Rice	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
4—Do. not in the husk	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
5—Gram and pulses	7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
6—Green and pulsed	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
Leaves—						
1—Wheat	Mds. 7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
2—Wheat flour	—	—	—	1,20,20,111	1,20,20,111	1,20,20,111
3—Rice	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
4—Do. not in the husk	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
5—Gram and pulses	7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
6—Green and pulsed	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
Leaves—						
1—Wheat	Mds. 7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
2—Wheat flour	—	—	—	1,20,20,111	1,20,20,111	1,20,20,111
3—Rice	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
4—Do. not in the husk	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000
5—Gram and pulses	7,250,000	8,217,211	8,217,211	2,48,01,111	2,48,01,111	2,48,01,111
6—Green and pulsed	—	—	—	1,00,000,000	1,00,000,000	1,00,000,000

INTERNAL TRADE. IMPORTS.

Statement showing the articles imported into the Calcutta Trade Block by all routes—Rail, River, Road and Sea (coasting and foreign) during the year 1910-11, as compared with the figures of the two previous years.

ARTICLES.	Quantity.			Value in Rupees.		
	1910-11.	1911-12.	1912-13.	1910-11.	1911-12.	1912-13.
Oil—						
1—Kerosene	Mds. 7,417,201	7,417,201	7,282,383	3,48,58,000	3,41,02,100	3,41,02,100
2—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
3—Others	—	—	—	1,17,000	1,17,000	1,17,000
Spices	—	—	—	1,17,000	1,17,000	1,17,000
Sugar and molasses	—	—	—	1,17,000	1,17,000	1,17,000
1—Sugar	Mds. 1,17,000	1,17,000	1,17,000	1,17,000	1,17,000	1,17,000
2—Molasses	—	—	—	1,17,000	1,17,000	1,17,000
3—Other kinds	—	—	—	1,17,000	1,17,000	1,17,000
Saltpetre and rolling-stock	—	—	—	1,17,000	1,17,000	1,17,000
1—Saltpetre	Mds. 1,17,000	1,17,000	1,17,000	1,17,000	1,17,000	1,17,000
2—Rolling-stock	—	—	—	1,17,000	1,17,000	1,17,000
3—Other kinds	—	—	—	1,17,000	1,17,000	1,17,000
5—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
6—Others	—	—	—	1,17,000	1,17,000	1,17,000
5—Mustard for exportation—						
1—Mustard and rape	Mds. 1,17,000	1,17,000	1,17,000	1,17,000	1,17,000	1,17,000
2—Others	—	—	—	1,17,000	1,17,000	1,17,000
Saltpetre, &c.—						
1—Saltpetre	Mds. 1,17,000	1,17,000	1,17,000	1,17,000	1,17,000	1,17,000
2—Others	—	—	—	1,17,000	1,17,000	1,17,000
Oil seeds—						
1—Mustard and rape	Mds. 1,17,000	1,17,000	1,17,000	1,17,000	1,17,000	1,17,000
2—Others	—	—	—	1,17,000	1,17,000	1,17,000
3—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
4—Others	—	—	—	1,17,000	1,17,000	1,17,000
5—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
6—Others	—	—	—	1,17,000	1,17,000	1,17,000
7—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
8—Others	—	—	—	1,17,000	1,17,000	1,17,000
9—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
10—Others	—	—	—	1,17,000	1,17,000	1,17,000
11—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
12—Others	—	—	—	1,17,000	1,17,000	1,17,000
13—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
14—Others	—	—	—	1,17,000	1,17,000	1,17,000
15—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
16—Others	—	—	—	1,17,000	1,17,000	1,17,000
17—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
18—Others	—	—	—	1,17,000	1,17,000	1,17,000
19—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
20—Others	—	—	—	1,17,000	1,17,000	1,17,000
21—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
22—Others	—	—	—	1,17,000	1,17,000	1,17,000
23—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
24—Others	—	—	—	1,17,000	1,17,000	1,17,000
25—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
26—Others	—	—	—	1,17,000	1,17,000	1,17,000
27—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
28—Others	—	—	—	1,17,000	1,17,000	1,17,000
29—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
30—Others	—	—	—	1,17,000	1,17,000	1,17,000
31—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
32—Others	—	—	—	1,17,000	1,17,000	1,17,000
33—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
34—Others	—	—	—	1,17,000	1,17,000	1,17,000
35—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
36—Others	—	—	—	1,17,000	1,17,000	1,17,000
37—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
38—Others	—	—	—	1,17,000	1,17,000	1,17,000
39—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
40—Others	—	—	—	1,17,000	1,17,000	1,17,000
41—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
42—Others	—	—	—	1,17,000	1,17,000	1,17,000
43—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
44—Others	—	—	—	1,17,000	1,17,000	1,17,000
45—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
46—Others	—	—	—	1,17,000	1,17,000	1,17,000
47—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
48—Others	—	—	—	1,17,000	1,17,000	1,17,000
49—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
50—Others	—	—	—	1,17,000	1,17,000	1,17,000
51—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
52—Others	—	—	—	1,17,000	1,17,000	1,17,000
53—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
54—Others	—	—	—	1,17,000	1,17,000	1,17,000
55—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
56—Others	—	—	—	1,17,000	1,17,000	1,17,000
57—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
58—Others	—	—	—	1,17,000	1,17,000	1,17,000
59—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
60—Others	—	—	—	1,17,000	1,17,000	1,17,000
61—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
62—Others	—	—	—	1,17,000	1,17,000	1,17,000
63—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
64—Others	—	—	—	1,17,000	1,17,000	1,17,000
65—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
66—Others	—	—	—	1,17,000	1,17,000	1,17,000
67—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
68—Others	—	—	—	1,17,000	1,17,000	1,17,000
69—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
70—Others	—	—	—	1,17,000	1,17,000	1,17,000
71—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
72—Others	—	—	—	1,17,000	1,17,000	1,17,000
73—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
74—Others	—	—	—	1,17,000	1,17,000	1,17,000
75—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
76—Others	—	—	—	1,17,000	1,17,000	1,17,000
77—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
78—Others	—	—	—	1,17,000	1,17,000	1,17,000
79—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
80—Others	—	—	—	1,17,000	1,17,000	1,17,000
81—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
82—Others	—	—	—	1,17,000	1,17,000	1,17,000
83—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
84—Others	—	—	—	1,17,000	1,17,000	1,17,000
85—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
86—Others	—	—	—	1,17,000	1,17,000	1,17,000
87—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
88—Others	—	—	—	1,17,000	1,17,000	1,17,000
89—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
90—Others	—	—	—	1,17,000	1,17,000	1,17,000
91—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
92—Others	—	—	—	1,17,000	1,17,000	1,17,000
93—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
94—Others	—	—	—	1,17,000	1,17,000	1,17,000
95—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
96—Others	—	—	—	1,17,000	1,17,000	1,17,000
97—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
98—Others	—	—	—	1,17,000	1,17,000	1,17,000
99—Mustard and rape	—	—	—	1,17,000	1,17,000	1,17,000
100—Others	—	—	—	1,17,000	1,17,000	1,17,000

EXPORTS.

[illegible]

EXPORTS.

[illegible]

Statement showing the quantities and value of Minerals produced in British India during 20 years from 1896 to 1915.

Statement showing the quantities and value of Minerals produced in British India during 20 years from 1896 to 1915.

Year	Coal-†		Grain.		Manufacture Ore.		Metals.*		Petroleum.		Ship-‡		Tin Ore.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
1885	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1886	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1887	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1888	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1889	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1890	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1891	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1892	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1893	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1894	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1895	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1896	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1897	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1898	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1899	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1900	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1901	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1902	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1903	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1904	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1905	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1906	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1907	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1908	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1909	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1910	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1911	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1912	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1913	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1914	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1915	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1916	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1917	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1918	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1919	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882
1920	8,403,487	1,124,886	2,974	24,892	24,892	12,376	12,376	15,047,688	1,024,072	41,498	1,024,072	41,498	1,250	3,882

* Figures prior to 1900 represent exports in each official year.

+ Figures for Coal represent India from 1910.

‡ In tens of rupees.

S Figures for Salt represent India including Aden from 1910.

MINERAL PRODUCTION IN BRITISH INDIA.—(Concl'd.)

10. *... of Minerals produced in British India during 20 years from 1898 to 1915.*

[illegible]

* These figures represent exports by sea and land in each official year.

+ These figures for Calcutta and Madras relate to official years from 1901. The figures of value from that year have been calculated on a basis of figures representing imports of iron and steel in each calendar year.

the wholesale price of Saltpetre at Calcutta.

‡ In tens of rupees.

COAL PRODUCTION IN INDIA.

Statement showing the quantity of Coal produced in each province in India during 20 years, from 1897 to 1916.

Year.	Assam.		Bengal.		Bihar and Orissa.		Madras.		Punjab.		Central Provinces.		Gujarat.		Nizam's (Hydrabad).		N. W. P. (Delhi and Meerut).		Raj. (Jaipur).		Raj. (Mysore).		Totals.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1897	185,535	3,142,407	...	...	...	...	...	...	92,752	131,629	124,778	305,550	...	...	...	...	...	...	...	12,457	11,477	...	...	4,608,201
1898	200,226	3,622,600	...	...	...	...	...	...	88,865	140,706	124,729	304,625	...	...	...	...	...	...	...	12,457	11,477	...	...	4,698,106
1899	188,000	3,147,730	...	...	...	...	...	...	88,865	140,706	124,729	304,625	...	...	...	...	...	...	...	12,457	11,477	...	...	4,698,106
1900	211,700	4,078,420	...	...	...	...	...	...	71,685	122,452	104,489	400,231	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1901	221,000	4,520,200	...	...	...	...	...	...	65,775	104,361	101,267	391,265	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1902	239,258	5,411,027	3,170,395	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1903	277,063	6,000,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1904	297,765	6,800,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1905	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1906	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1907	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1908	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1909	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1910	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1911	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1912	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1913	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1914	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1915	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002
1916	305,753	7,200,298	4,107,865	...	...	...	...	...	48,704	100,164	100,277	392,738	...	...	...	...	...	...	...	22,581	10,250	...	...	6,118,002

(a) Including 187,703 tons converted into coke.

(b) = 10,000 " " " "

(c) = 10,000 " " " "

* Includes figures for Bihar and Orissa up to 1892.

COAL IMPORTS INTO BRITISH INDIA.

Statement of the quantity of Coal (exclusive of Government Stores) imported into British India from Foreign Countries, showing the share of each Province during 20 years from 1897-98 to 1916-17.

Year.	E. R. & A. (Assam).		Bengal.		Bombay.		Madras.		Sind.		Total.		E. R. & A. (Assam).		Bengal.		Bombay.		Madras.		Sind.		Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1897-98
1898-99
1899-1900
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

TRADE OF BRITISH INDIA.

Table showing the total miles of railway opened; the total net value of Merchandise and Treasure (excluding Government Stores and Treasure) imported into, and exported from, British India during 25 years in Thousands of Rupees, from 1891-92 to 1915-16.

Year.	*Total miles of railway open for traffic.	MERCHANDISE		Net exports of Merchandise.	TREASURE.		Net imports of Treasure.	Surplus ex-ports.
		Imports.	Exports. (Foreign and Country.)		Imports.	Exports.		
		Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).
1891-92	17,808	65,574	1,09,03,69	44,456	14,726	3,143	11,576	29,861
1892-93	17,815	62,609	1,06,53,69	43,929	17,008	6,029	10,989	33,939
1893-94	18,561	73,639	1,06,44,75	32,406	18,422	4,627	14,005	18,001
1894-95	18,900	70,157	1,08,81,46	38,645	2,559	8,150	1,401	37,245
1895-96	19,547	69,613	1,14,20,31	44,048	13,359	4,253	9,106	33,822
1896-97	20,224	71,916	1,03,51,42	31,295	13,073	4,223	8,145	23,551
1897-98	20,401	69,420	92,53,72	23,117	30,472	7,131	13,241	9,779
1898-99	22,040	68,386	1,12,72,14	44,341	17,839	7,401	10,478	33,863
1899-1900	23,223	75,118	1,08,67,61	38,343	20,852	7,509	13,093	35,358
1900-1	24,752	79,578	1,07,89,00	31,092	16,456	7,474	9,082	22,100
1901-2	25,202	81,219	1,24,46,48	42,912	19,642	8,495	11,148	31,769
1902-3	25,931	78,789	1,28,81,33	50,074	23,357	8,810	16,437	33,281
1903-4	26,006	84,222	1,22,55,55	68,135	31,242	8,143	23,739	44,244
1904-5	27,265	86,782	1,27,31,43	60,861	33,675	7,073	29,059	33,781
1905-6	28,287	1,03,084	1,61,71,80	38,640	20,921	6,447	14,475	44,163
1906-7	29,089	1,08,597	1,75,56,00	68,335	27,206	6,713	21,489	46,776
1907-8	29,937	1,09,890	1,77,24,55	47,355	23,824	5,442	27,372	19,073
1908-9	30,376	1,21,287	1,34,02,79	31,792	22,618	5,866	16,672	15,789
1909-10	31,490	1,17,087	1,87,88,50	70,875	37,429	6,803	31,627	29,748
1910-11	32,099	1,20,340	2,10,08,31	30,734	29,732	7,115	32,387	48,154
1911-12	32,059	1,38,748	2,27,84,41	30,365	33,429	10,361	40,694	46,299
1912-13	33,484	1,09,957	2,46,08,99	35,063	51,189	7,647	44,152	40,539
1913-14	34,056	1,33,579	2,48,87,88	55,059	36,024	7,059	29,954	36,935
1914-15	35,283	1,37,929	1,81,20,16	43,627	21,763	3,303	18,460	33,197
1915-16	35,833	1,31,342	1,77,38,02	66,049	11,852	7,428	4,224	61,601

* Figures for calendar year. From 1912-14 the figures are for the financial year.

TRADE OF BRITISH INDIA—(Contd.)

Value of total Indian Imports and Exports of Government Stores and Treasure from and to Foreign Countries during 25 years in Thousands of Rupees, from 1891-92 to 1915-16.

Year.	STORES.		Net imports of Stores.	TREASURE.		Net — exports + imports of Treasure.	Surplus im-ports.
	Imports.	Exports. (Foreign and Country.)		Imports.	Exports.		
	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).
1891-92	2,84.49	13.75	2,70.74	—	2.99	—14.55	2.99
1892-93	3,06.02	5.94	3,00.08	—	7.84	—3.94	2,96.03
1893-94	3,06.44	5.87	3,00.57	3.60	8.30	—4.58	3,01.70
1894-95	3,36.15	9.87	3,26.28	90	2.75	—1.85	3,33.03
1895-96	3,502.03	7.15	3,514.88	92	1.16	—24	3,500.93
1896-97	4,18.92	6.97	4,11.95	543	1.44	+3.99	4,18.47
1897-98	4,24.05	9.35	4,14.70	1.16	32	+84	4,23.13
1898-99	3,72.11	7.82	3,64.29	1.01	63	+88	4,40.43
1899-1900	4,10.06	10.71	4,00.35	1.51	63	+126.02	4,07.74
1900-1	4,01.67	31.95	4,30.72	11,311	3,00.82	+3,00.63	4,77.58
1901-2	7,20.15	43.04	7,20.14	12,31	84.76	+72.45	5,75.55
1902-3	7,53.12	89.12	6,58.25	11,871	1,117	+1,117	6,89.07
1903-4	7,76.89	55.75	7,21.14	6,48.06	8,45.23	+1,97.16	5,85.51
1904-5	7,74.44	20.77	7,53.67	6,48.06	9,02.02	+1,70.95	10,62.16
1905-6	9,02.96	11.25	8,91.21	10,72.97	—	+1,77.37	28,20.03
1906-7	8,06.46	10.79	8,29.47	17,47.88	—	+5,46.18	12,67.74
1907-8	6,64.29	12.73	6,51.56	8,46.40	22	+5.12	7,14.00
1908-9	7,51.24	11.82	7,39.42	11,25	—	+5.7	5,20.94
1909-10	5,50.08	8.31	5,50.77	9.74	—	+5.08	4,83.17
1910-11	4,35.14	7.59	4,27.19	8.57	1.23	+3.65	5,37.30
1911-12	5,40.03	14.40	5,35.63	1,423.37	3,88.09	+1,454.78	14,54.94
1912-13	6,63.09	12.95	5,50.16	1,423.37	3,88.09	+1,454.78	14,54.94
1913-14	8,06.00	13.86	7,92.14	4,51.82	3.08	+6,78.84	14,71.98
1914-15	7,01.17	58.43	6,41.74	2.79	1,86.61	+1,84.82	4,46.92
1915-16	6,18.30	21,001	4,68.29	3.10	79.99	—70.89	5,37.40

TRADE OF BRITISH INDIA, — (Concld.)

Value of the total Indian Imports and Exports of Merchandise (including Government Stores) into and from each

[illegible]

TRADE BALANCE.

Statement of Trade Balances for 20 years. Total values of Merchandise and Treasure are given.

Year.	Mechanisms			Inventors			Expenditure			BANKERS.	
	Transfers	Private Power	Transfers	Total.	Stationary (Horsepower)	Transfers	Total.	Stationary (Horsepower)	Transfers	As per report of the Board.	
1887-88	11,238,225	12,255,225	20,000,000	47,486,000	147,227,225	4,520,000	141,706,000	3,415,000	1,232,227,777	...	
1888-89	11,238,225	12,255,225	20,000,000	47,486,000	147,227,225	4,520,000	141,706,000	3,415,000	1,232,227,777	5,069,934	
1889-90	99,385,415	17,225,225	14,475,000	5,043,700	113,120,225	7,814,000	1,059,200	1,269,775	1,269,775	4,442,617	
1890-91	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	5,466,638	
1891-92	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1892-93	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1893-94	79,213,551	17,225,225	14,475,000	2,042,100	1,258,025	8,505,000	7,020,000	12,016,475	1,269,775	...	
1894-95	79,213,551	17,225,225	14,475,000	2,042,100	1,258,025	8,505,000	7,020,000	12,016,475	1,269,775	...	
1895-96	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1896-97	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1897-98	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1898-99	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1899-00	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1900-01	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1901-02	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1902-03	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1903-04	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1904-05	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1905-06	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1906-07	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1907-08	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1908-09	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1909-10	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1910-11	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1911-12	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1912-13	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1913-14	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1914-15	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	
1915-16	79,213,551	17,225,225	14,475,000	1,914,900	1,069,917	7,800,000	3,970,240	12,016,475	1,269,775	...	

SHIPPING TRADE OF BRITISH INDIA.

Table showing the total number and tonnage of STEAMERS entered and cleared with cargoes and in Ballast from and to Foreign countries at Ports in British India from 1912-13 to 1915-16.

Passenger.	STEAMERS ENTERED.									
	With cargoes.					In ballast.				
	1912-1913.		1913-1914.		1914-1915.	1914-1915.		1915-1916.		1915-1916.
	No.	Tonn.	No.	Tonn.		No.	Tonn.	No.	Tonn.	
Bombay *	629	1,292,169	571	1,151,531	551	1,081,261	596	1,241,900	1,208	2,577,686
Rombay
Madras
Calcutta
Batavia
Burma
Sumatra
Java
Philippines
China
Japan
Other Ports
Total B. I.	2,461	6,735,003	2,135	4,599,121	2,016	4,274,172	2,321	5,000,776	2,121	4,646,303

STEAMERS CLEARED.

Passenger.	STEAMERS CLEARED.									
	With cargoes.					In ballast.				
	1912-1913.		1913-1914.		1914-1915.	1914-1915.		1915-1916.		1915-1916.
	No.	Tonn.	No.	Tonn.		No.	Tonn.	No.	Tonn.	
Bombay *	602	1,312,268	497	1,152,757	507	1,053,831	561	1,241,236	61	127,066
Rombay
Madras
Calcutta
Batavia
Burma
Sumatra
Java
Philippines
China
Japan
Other Ports
Total B. I.	2,407	5,163,767	2,078	4,599,335	2,076	4,680,742	2,371	5,041,462	306	638,036

* Figures prior to April 1912 are inclusive of Bhar and Orissa.

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 1912-13 to 1915-16.

Passenger.	SAILING VESSELS ENTERED.									
	With cargoes.					In ballast.				
	1912-1913.		1913-1914.		1914-1915.	1914-1915.		1915-1916.		1915-1916.
	No.	Tonn.	No.	Tonn.		No.	Tonn.	No.	Tonn.	
Bombay *	8	18,453	12	22,585	2	424	...	2	360	...
Rombay
Madras
Calcutta
Batavia
Burma
Sumatra
Java
Philippines
China
Japan
Other Ports
Total B. I.	707	59,280	725	64,064	841	75,169	358	28,788	602	38,315

SAILING VESSELS CLEARED.

Passenger.	SAILING VESSELS CLEARED.									
	With cargoes.					In ballast.				
	1912-1913.		1913-1914.		1914-1915.	1914-1915.		1915-1916.		1915-1916.
	No.	Tonn.	No.	Tonn.		No.	Tonn.	No.	Tonn.	
Bombay *	128	452	129	468	8	1,220	...	...	...	...
Rombay
Madras
Calcutta
Batavia
Burma
Sumatra
Java
Philippines
China
Japan
Other Ports
Total B. I.	1,032	88,331	1,129	102,348	1,068	133,068	24	5,600	51	3,737

TABULAR HISTORY.

TRADE OF BRITISH INDIA FOR TWENTY YEARS.

*(Figures given are for the official years,
from 1st April to 31st March.)*

TABULAR HISTORY OF THE TRADE OF

IMPORTS.

RETRI

COUNTRIES WHERE IMPORTED.	1907-08.	1907-08.	1908-09.	1909-1910.	1910-11.	1911-12.	1912-13.	1913-14.
Other Foreign Countries				11,824	57	7	5,398	1,295
United Kingdom								
Australia	29,062	170,070	52,218	9,818	185,721	145,797	100,000	100,000
Canada	59,000	100,000	114,915	19,000	110,000	110,000	110,000	110,000
France (including Alsace)	18,000,000	15,167,500	11,917,000	19,000,000	11,000,000	10,000,000	9,000,000	8,000,000
Germany								
Aden and Dependencies	47,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000
China (including Hongkong)								
Arabia	141	47	50					
Japan								
Marshall and Dependencies	2,000	4,000	5,000					
Siam and Dependencies								
Zanzibar and Dependencies								
Other British Possessions				3,000	100	50	200	200
Total	59,115,100	69,877,814	76,051,141	69,818,816	37,860,231	28,581,038	26,015,220	23,800,202

IMPORTS

CLC

COUNTRIES WHENCE IMPORTED.	1907-08. lb.	1907-08. lb.	1908-09. lb.	1909-10. lb.	1910-11. lb.	1911-12. lb.	1912-13. lb.	1913-14. lb.
Germany					477,200	179,800	723,900	483,800
Holland			4,200					
U. S. A.								
East Africa (British) & Zanzibar	5,600,200	3,621,600	7,056,400	7,769,500	5,717,500	6,330,000	5,103,400	5,874,000
East African Protectorate								
Other British Possessions				1,200		5,700		
Asia and Dependencies	501	185	7,850	22,814	5,170	4,073	68,135	10,500
S. Settlements (including Lebanon)	2,000	1,000		5,115	1,200	8,200		
Amhara		1,833						
Yemen Gulf								
Other Foreign Countries	244	1,144		2,135	60	6	3,847	1,400
China-Hong Kong		520						1,400
Shantung and Dependencies								
Belgium	110	311	11,800				7,125	240
TOTAL	5,615,701	3,629,700	7,066,510	7,815,485	5,602,776	6,638,286	5,245,246	6,009,910

IMPORTS

REV

[illegible]

BRITISH INDIA FOR TWENTY YEARS.

NITS.

IMPORTS

[illegible]

YES

IMPORT

	1955-56	1956-57	1957-58	1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66
427.11	1,100.00	726.83	1,024.07	323.86	338.20	459.37	1,370.55	6,624.59	17,751	54,581	101,032
5,400.85	1,516.01	6,059.10	6,370.23	6,830.83	7,012.88	6,186.90	8,020.05	3,937.00	6,845.91	7,207.49	8,145.00
			7,238	10,081.61		653		2,675.00			
9.101	5.531	69.090	102,167	102,081	435,270	315,250	1,172	33,485	10,000	2,947	3,445
			8,790	10,081		1,172		33,485	781		
48,452	1,285	1,285	1,000	999	1,316	6,751	1,031	1,031	5,411	1,750	1,750
3,607	1,285	1,285	1,000	999	1,316	6,751	1,031	1,031	5,411	1,750	1,750
15.813	25.284				85,212	85,212	1,031	1,031	5,411	1,750	1,750
6,255.470	8,515.151	500,778	7,744.001	7,210.258	8,427.610	7,419,010	10,091.100	7,562.110	8,049.832	8,149,020	10,739

PER

IMPOR

1914-15.	1913-14.	1912-13.	1911-12.	1910-11.	1909-10.	1908-09.	1907-08.	1906-05.	1905-04.	1904-03.	1903-02.	1902-01.	1901-00.
5,767	623	...	...	...	...	1,003	52	...	...	...	...	...	...
835,000	391,181	319,994	5,718,428	8,414,250	3,412,511	303,334	14	...	...	...	...	...	...
15,144	19,519	11,700	...	...	...	...	...	...	...	...	...	...	...
14,290	43,200	49,200	...	...	...	...	...	...	...	...	...	...	...
5,225	...	...	...	...	...	...	...	...	...	...	...	...	...
3,138	...	...	...	...	...	...	...	...	...	...	...	...	...
1,005,496	604,432	1,061,389	3,795,975	6,414,000	3,067,195	2,399,240	2,019,493	2,844,003	3,107,447	1,197,745	...	...	...

IMPORTS.

SUGAR

COUNTRIES WHENCE IMPORTED.	1907.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.
	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
Java
Amsterdam common wealth
British Colonies and Maldives
Ceylon
United Kingdom
India
Portugal
Portugal and Dependencies
Spain
Porto Rico
San Juan
San Juan
Hong Kong
Shanghai and Kowloon
Madagascar
Turkey in Asia
Other British Possessions
Other Countries
Other Foreign Countries
TOTAL	178,807	319,280	315,280	414,015	5,018	137,108	311	39,814

(UNREFINED—15 DUTCH STANDARD AND BELOW).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1907.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
Java
Amsterdam common wealth
British Colonies and Maldives
Ceylon
United Kingdom
India
Portugal
Portugal and Dependencies
Spain
Porto Rico
San Juan
San Juan
Hong Kong
Shanghai and Kowloon
Madagascar
Turkey in Asia
Other British Possessions
Other Countries
Other Foreign Countries
TOTAL	18,216	329,000	608,184	656,990	148,218	106,000	320,540	181,117	121,410	187,840

IMPORTS.

SUGAR

COUNTRIES WHENCE IMPORTED.	1907.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
Java
Amsterdam common wealth
British Colonies and Maldives
Ceylon
United Kingdom
India
Portugal
Portugal and Dependencies
Spain
Porto Rico
San Juan
San Juan
Hong Kong
Shanghai and Kowloon
Madagascar
Turkey in Asia
Other British Possessions
Other Countries
Other Foreign Countries
TOTAL	2,092,400	4,233,200	3,261,000	2,360,390	4,811,000	5,493,100	4,000,800	5,628,500	...	...

(REFINED—16 DUTCH STANDARD AND ABOVE).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1907.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
Java
Amsterdam common wealth
British Colonies and Maldives
Ceylon
United Kingdom
India
Portugal
Portugal and Dependencies
Spain
Porto Rico
San Juan
San Juan
Hong Kong
Shanghai and Kowloon
Madagascar
Turkey in Asia
Other British Possessions
Other Countries
Other Foreign Countries
TOTAL	6,100,000	7,307,100	8,022,000	6,107,000	8,000,000	10,000,000	12,000,000	13,147,000	10,000,000	10,185,000

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1907-08. lbs.	1908-09. lbs.	1909-10. lbs.	1910-11. lbs.	1911-12. lbs.	1912-13. lbs.	1913-14. lbs.	1914-15. lbs.
Other British Possessions ...	...	...	...	1,335	100	2,564	343	292
Mauritius and Dependencies ...	...	...	...	...	...	...	...	...
China—Hong-Kong ...	564,471	376,237	322,619	228,379	186,533	137,053	62,411	293,055
China—Treaty Ports ...	3,778,491	3,134,337	3,429,034	3,038,273	3,391,038	3,094,769	3,111,442	3,141,847
Straits Settlements ...	431,672	429,282	479,840	652,476	448,238	401,234	491,246	542,391
United Kingdom ...	38,760	19,607	31,712	39,139	22,304	35,618	33,017	32,926
France ...	...	...	...	...	...	...	...	...
Ceylon ...	748,127	1,059,716	1,108,689	...	...	839,709	789,078	433,363
Peria ...	72	172	...	...	...	...	...	...
Aden and Dependencies ...	...	...	42	170	103	133	...	330
Cape Colony ...	...	...	...	...	...	...	...	...
Egypt ...	1,662	...	...	...	...	66,570	...	...
Japan ...	4,165	939	46	2,108	60	23	...	3,444
E. Africa (Zanzibar & Pemba) ...	...	...	...	...	...	...	...	...
Arabia ...	45	42	226	2,638	31	...	36	1,109
Australian common wealth ...	1,331	2,626	169	73	185	100	1,894	6,392
Java ...	306,328	391,474	283,353	203,105	431,483	159,669	9,647	306,406
Turkey in Asia (Red Sea) ...	106	...	...	...	...	...	267,625	...
Turkey in Europe ...	...	...	...	...	...	...	...	...
Russia ...	...	...	...	934	1,583	295	176	646
Germany ...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	7	30	478	608	613	428	1,868	1,242
TOTAL ...	7,874,892	3,515,913	3,659,442	3,303,111	4,919,633	3,944,407	3,848,367	3,673,833

TEA

(BLACK & GREEN).

COUNTRIES WHENCE IMPORTED.	1907-08. lbs.	1908-09. lbs.	1909-10. lbs.	1910-11. lbs.	1911-12. lbs.	1912-13. lbs.	1913-14. lbs.	1914-15. lbs.
Other British Possessions
China—Hong-Kong ...	1,993	1,807	407	428	254	3,631	414	825
China—Treaty Ports
Straits Settlements
United Kingdom
France
Ceylon
Peria
Aden and Dependencies
Cape Colony
Egypt
Japan
E. Africa (Zanzibar & Pemba)
Arabia
Australian common wealth
Java
Turkey in Asia (Red Sea)
Turkey in Europe
Russia
Germany
Other Countries
Other Foreign Countries
TOTAL ...	131,979	7,709,279	993,875	3,910,714	4,447,008	6,070,587	4,625,827	5,611,816

N.B.—Black and Green from 1908-4.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.
Other Foreign Countries ...	992	977	306	1	2	...	...	...
United Kingdom ...	2,928	5,745	10,954	2,967	5,576	7,460	12,616	17,895
Australian common wealth ...	16,574	21,281	...	...	10,120	12,012	10,001	14,432
Straits Settlements ...	...	...	...	...	...	...	...	...
China—Hong-Kong ...	22	174	474	...	...	10,727	42,021	23,606
China—Treaty Ports ...	24,149	1,800	4,968	...	...	10,727	42,021	23,606
Japan ...	1,610	5,972	7,594	1,053	630	631	7,438	29,465
Ceylon ...	1,509	18,021	...	4,200	8,280	9,891	15,090	21,143
Peria ...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...	...
E. Africa (Zanzibar & Pemba) ...	...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...
Austria-Hungary ...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...
TOTAL ...	65,265	33,568	24,738	8,241	24,567	41,613	88,241	101,689

COPPER

UNWROUGHT—(TIRES, INGOTS, CAKES, BRICKS AND SLABS).

COUNTRIES WHENCE IMPORTED.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.
Other Foreign Countries
United Kingdom
Australian common wealth
Straits Settlements
China—Hong-Kong
China—Treaty Ports
Japan
Ceylon
Peria
Aden and Dependencies
Egypt
Japan
E. Africa (Zanzibar & Pemba)
Arabia
Australia
Germany
France
Belgium
Austria-Hungary
Other Countries
Other Foreign Countries
TOTAL ...	68,596	29,161	12,661	55,798	49,066	63,839	95,676	43,572

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1904-05. cwt.	1905-06. cwt.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.
United Kingdom	4	6	7	2	4	22	93	19	...
China-Hong-Kong	...	...	...	...	...	...	...	...	...
Suez	...	...	...	...	...	...	...	...	...
Straits Settlements	3	...	...	...	...	...	...	...	...
France	677	685	732	800	796	1,147	1,188	1,375	...
Germany	137	68	68	10	42	10	8	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	...	...
Ceylon	30	72	13	...	...	...	120	27	...
Mediterranean Ports	...	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...	...
Italy	58	70	16	...	13	74	14	6	...
Syria	16	12	...	...	...	...	...	...	...
Austria-Hungary	1,003	2,187	2,611	2,725	1,984	...	1,650	1,735	...
Belgium	...	...	...	...	...	...	...	...	...
East Africa	...	...	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...
Cochin-China-Saigon	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	4	2	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
TOTAL	2,868	2,907	3,447	3,632	2,841	3,067	3,416	3,270	...

COPPER

TONGST-(LAMETTA*)-(BRAZERS AND SHEETS FROM 1912-13).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1904-05. cwt.	1905-06. cwt.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.
United Kingdom
China-Hong-Kong
Suez
Straits Settlements
France	1,435	678	1,233	1,511	1,991	1,549	2,021	2,197	6,632	41,880	30,943	933
Germany	253	238	619	896	846	622	461	2,316	17,474	20,571	33,824	...
Mauritius and Dependencies
Ceylon
Mediterranean Ports
Aden and Dependencies
Italy
Syria
Austria-Hungary
Belgium
East Africa
Persia
Sweden
Japan
Cochin-China-Saigon
Other British Possessions
Other Foreign Countries
TOTAL	3,735	2,474	2,722	2,837	4,053	3,479	4,514	5,071	67,161	215,368	144,028	33,990

* Discountinued from 1912-13.

IMPORTS.

YELLOW

COUNTRIES WHENCE IMPORTED.	1904-05. cwt.	1905-06. cwt.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.
Austria-Hungary	60	99,228	188,116	177,407
United Kingdom	99,707	164,106	150,728	50,183	83,373	70	...	...	...
Straits Settlements
Ceylon
Mauritius and Dependencies
Australia
Cape of Good Hope
Persia
Bombay
Java
France	22,401	1,443	3,133	987	6,188	4,667	8,948	10,177	...
United States of America	1,837	...	...	...	...	...	...	...	...
Italy
East Africa (British)
East Africa (Portuguese)
Aden and Dependencies
Arabia
South America
Turkey in Asia
Madagascar
Belgium
Cape Colony
Romania
Japan
Other Countries
Other Foreign Countries
Other British Possessions
TOTAL	100,554	100,223	132,788	51,687	90,088	100,641	105,672	102,698	...

METAL-(FOR SHEATHING).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1904-05. cwt.	1905-06. cwt.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.
United Kingdom
China-Hong-Kong
Suez
Straits Settlements
France	34,832	114,653	76,609	106,551	204,264	168,232	230,885	178,200	152,696	302,216	158,366	93,884
Germany
Mauritius and Dependencies
Ceylon
Mediterranean Ports
Aden and Dependencies
Italy
Syria
Austria-Hungary
Belgium
East Africa
Persia
Sweden
Japan
Cochin-China-Saigon
Other British Possessions
Other Foreign Countries
TOTAL	240,184	161,700	138,373	140,880	285,021	284,413	320,700	311,912	329,829	407,403	266,401	36,016

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1897-98. cwt.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.	1902-03. cwt.	1903-04. cwt.
United Kingdom	60,817	214,415	235,182	210,452	178,491	238,022	350,014
Ceylon	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	1,000
Belgium	121	...	42	...	...	...	...
France	...	5,000	2,000	3,000	...	...	...
United States of America	...	...	6,000	45,000	...	...	...
Aden and Dependencies	...	...	...	...	890	62,800	101,589
China—Hong-Kong	...	...	...	...	9,500	8,959	1,900
Germany	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	6,500	...	...
Turkey in Asia	...	...	...	...	...	...	...
Natal	...	...	...	3,000	...	...	...
Straits Settlements	20	...	...	...	...	...	...
Other Foreign Countries	...	...	...	11	8	...	...
Other British Possessions	...	...	...	...	...	...	...
TOTAL	200,038	217,415	244,224	263,263	195,690	291,422	490,574

IRON.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1897-98. cwt.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.	1902-03. cwt.	1903-04. cwt.
United Kingdom	184,807	281,017	157,272	225,849	154,700	170,992	161,291
Austria-Hungary	...	...	...	...	...	...	...
Sweden	27,935	22,770	20,013	12,942	4,414	21,932	13,100
Ceylon	1	...	3	144	10	1,720	23
Madagascar	...	...	...	...	...	...	...
Straits Settlements	10	71	160	...	...	...	...
Holland	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...
Germany	25,686	11,014	16,902	6,477	11,107	41,508	32,304
France	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...
Belgium	296,728	12	110	...	156	618,614	496,165
Italy	...	270	327,678	333,308	474,720	...	408,178
Aden and Dependencies	...	...	...	...	...	...	...
East Africa, British	...	...	...	...	...	218	...
Cape Colony	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Archie	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...
China—Treaty Ports	...	...	...	...	...	...	...
Turkey, Ports	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	149	169	28	...
Other British Possessions	...	...	...	...	...	...	...
TOTAL	538,027	538,003	535,257	499,078	645,462	805,106	702,861

IMPORTS.

(Cast—Pig).

	1897-98. cwt.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.	1902-03. cwt.	1903-04. cwt.
1897-98.	628,038	607,209	645,303	403,077	340,602	216,238	241,342
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.</			

IMPORTS.

COUNTRIES WHERE IMPORTED.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-100. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.
United Kingdom ...	137,087	230,835	134,082	118,102	72,844	30,043	28,564	22,611
Strait Settlements ...	50	7	19	...	20	...	...	...
Ceylon ...	...	7	...	32	...	142	6	12
France ...	...	...	50	...	...	...	...	...
Austria-Hungary ...	100	4	...	22	...	...	2291	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...
Belgium ...	500,010	465,485	430,831	181,409	309,309	171,212	116,770	106,600
Germany ...	10,781	4,172	4,102	2,001	2,243	12,070	8,021	15,010
Turkey in Asia ...	...	...	...	22	1	...	2	...
Other British Possessions ...	...	320	...	...	...	...	...	...
Italy ...	42,038	47,105	15,578	8,418	2,382	11,305	1,023	7,301
Sweden ...	...	...	1,050	...	700	...	...	...
Peru ...	...	...	...	...	...	...	...	...
Arabia ...	28	...	...	...	...	...	...	...
Egypt ...	...	...	622	...	377	32	...	...
United States of America ...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	40	...	...	...	42
Other Foreign Countries ...	...	...	...	...	...	...	...	...
TOTAL ...	781,013	738,107	505,009	310,143	291,207	234,000	164,903	162,411

IRON.

IMPORTS.

COUNTRIES WHERE IMPORTED.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-100. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.
United Kingdom ...	296,451	420,942	306,077	304,074	291,629	281,024	271,979	331,308
Egypt ...	...	...	...	...	1,092	...	...	...
Ceylon ...	76	285	...	123	56	207	6	...
Other British Possessions ...	...	...	...	...	10	...	...	...
United States of America ...	...	...	...	...	100	...	42	90
Aden and Dependencies ...	1	...	3	...	...	...	...	...
East Africa—Zanzibar ...	...	...	204	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...	...
China—Hong-Kong ...	188,600	182,100	138,086	125,835	181,367	135,388	74,605	66,830
Turkey in Asia ...	...	...	...	...	...	...	...	...
Peru ...	20	...	13	...	...	...	...	...
Strait Settlements ...	...	...	...	...	...	...	...	...
Austria-Hungary ...	...	14	...	...	...	...	23	107
France ...	...	...	...	...	...	...	...	...
Germany ...	335	104	272	27	18	423	761	1,023
Other Countries ...	...	...	...	40	44	32	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...
TOTAL ...	483,022	603,440	439,857	430,128	475,012	410,609	271,480	303,400

IRON OR STEEL

IMPORTS.

COUNTRIES WHERE IMPORTED.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-100. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.
Germany ...	6	...	103	...	...	...	...	28
United Kingdom ...	800,832	701,802	677,036	672,803	803,806	874,925	1,105,173	1,233,022
Ceylon ...	188	...	36	18	31	387	93	83
Austria-Hungary ...	...	...	...	...	...	10	...	...
France ...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	1	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...
Peru ...	...	...	...	...	...	...	...	...
Arabia ...	5	...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...	...	...
United States of America ...	...	...	6	...	3,033	60	...	1,098
Strait Settlements ...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...	...
Belgium ...	5,203	3,179	4,856	1,338	22,233	3,943	5,842	7,105
Egypt ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	12
TOTAL ...	815,204	764,979	688,997	674,161	919,104	879,310	1,621,081	1,848,188

ANGLE, BOLT, ROD.

COUNTRIES WHERE IMPORTED.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-100. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.
United Kingdom ...	17,496	19,460	14,013	10,463	5,074	8,097	11,071	862	500	724
Strait Settlements ...	610	393	2	16	...	10	...	...	...	...
Ceylon ...	...	1	...	...	...	...	...	213	...	...
France ...	...	...	2	...	...	...	...	...	...	...
Austria-Hungary ...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...	...	...
Belgium ...	91,065	74,177	35,650	50,800	35,241	29,533	26,609	11,020	705	160
Germany ...	20,020	21,480	8,800	1,183	1,456	930	1,038	176	95	62
Turkey in Asia ...	...	...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...	...	...
Italy ...	1,981	11,464	13,156	6,866	2,900	1,010	3,002	217	200	62
Sweden ...	...	...	...	...	...	...	...	...	...	...
Peru ...	...	...	...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	130,818	115,061	70,817	85,649	59,307	49,003	47,412	28,151	1,030	618

IMPORTS.

SHEETS AND PLATES—INCLUDING TINNED PLATES.

COUNTRIES WHERE IMPORTED.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-100. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.
United Kingdom ...	374,809	256,007	335,449	360,010	374,718	306,900	422,550	70,102	91,081	77,884
Egypt ...	61	...	832	...	...	...	...	...	...	...
Ceylon ...	7	90	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...	...	...
United States of America ...	21	165	205	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...	...	...
East Africa—Zanzibar ...	...	...	...	...	...	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...	...	...	...
China—Hong-Kong ...	62,985	63,203	63,330	45,302	22,717	31,718	25,247	17,388	10,810	7,702
Turkey in Asia ...	...	...	...	...	...	...	...	...	...	...
Peru ...	...	...	...	...	...	...	...	...	...	...
Strait Settlements ...	...	...	...	...	...	...	...	...	...	...
Austria-Hungary ...	...	...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	430,031	438,506	300,036	420,018	408,109	397,718	420,195	450,977	125,534	101,272

IMPORTS.

SHEETS AND PLATES (GALVANIZED).

COUNTRIES WHERE IMPORTED.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-100. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.
Germany ...	254	4,070	16,700	24,420	13,690	7,048	30,183	1,148	900	454
United Kingdom ...	1,330,063	1,865,611	1,834,141	1,812,298	831,920	2,405,166	3,003,802	174,094	192,807	49,108
Ceylon ...	11	64	117	77	201	148	560	604	16	31
Austria-Hungary ...	...	...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...	...	...
Peru ...	...	...	...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	...	...	...	...
Strait Settlements ...	...	...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...	...	...	...
Belgium ...	8,880	5,707	9,768	18,002	16,444	43,300	8,437	5,446	387	456
Egypt ...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	1,953,020	1,245,143	1,880,828	1,870,201	1,878,309	2,487,536	2,647,303	3,285,771	186,975	107,292

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.
Spain	...	...	...	...	...	...	...
United Kingdom	5,991	4,122	4,450	3,131	2,309	14,184	8,293
Straits Settlements	10	...	...	108	200	0	12
France	6,886	4,922	6,297	7,345	8,549	14,480	12,152
Belgium	...	...	...	402	...	331	...
Germany	...	...	198	...	...	...	...
Aden and Dependencies	...	95	...	...	...	...	...
Persia	...	...	...	...	...	...	...
Ceylon	1,070	1,183	1,238	1,011	1,654	1,670	1,101
Italy	...	100	921	131	2,003	205	...
United States of America	...	...	...	...	...	...	...
Turkey in Asia	...	332	15	207	...	...	...
Australian common wealth	...	5	151	...	...	...	...
Other British Possessions	...	...	...	3	...	...	60
Egypt	...	...	...	...	...	...	...
Japan	...	...	...	...	81	205	25
Other Foreign Countries	...	...	...	...	...	...	...
TOTAL	13,962	10,770	13,682	12,638	14,651	31,104	21,383

* Included in Foreign Countries prior to 1915-16.

LEAD.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.
Germany	145	10	102	86	28	108	121
United Kingdom	7,369	7,576	6,126	5,946	4,537	4,851	6,294
France	3,751	3,046	1,951	2,946	3,247	3,623	3,670
Ceylon	...	...	78	...	...	...	...
Holland	21	8	38	...	22	54	7
Straits Settlements	...	...	...	...	...	...	...
Arabia	7	...	...	...	...	...	...
Egypt	...	...	...	...	100	...	...
Italy	...	150	202	...	...	...	...
Mauritius and Dependencies	382	301	324	470	257	340	349
East Africa (British)	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Austria-Hungary	...	96	100	117	3	21	50
Belgium	...	115	193	...	12	13	10
Persia	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...
Other British Possessions	...	...	3	...	...	...	...
Other Foreign Countries	...	...	...	8	2	18	62
TOTAL	11,750	11,300	9,118	8,582	8,208	9,036	10,510

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.
United Kingdom	8,011	9,188	8,291	8,908	8,708	11,835	11,821
Madagascar	...	...	...	...	...	...	250
France	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...
Aden and Dependencies	1	1	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...
Austria-Hungary	...	...	7	...	...	...	...
Germany	...	...	...	...	...	...	23
Other Foreign Countries	...	...	...	51	...	18	...
Ceylon	...	...	...	...	...	...	...
Belgium	383	39	13	22	78	37	1,031
Italy	...	...	...	...	...	...	...
Egypt	2	...	...	...	...	...	...
Other Countries	...	...	1	...	...	...	...
Other British Possessions	...	...	...	54	1	3	18
TOTAL	8,397	9,234	8,321	9,044	8,925	11,912	11,967

LEAD, (WROUGHT).

UNWROUGHT—(Pig).

COUNTRIES WHENCE IMPORTED.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.
Spain	15,210	11,570	6,273	13,320	14,838	15,945	13,482	17,281	17,357
United Kingdom	...	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...	...
France	5,694	7,578	1,898	3,743	8,340	10,089	7,526	5,016	3,303
Belgium	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...	...	...
Ceylon	1,540	1,600	1,265	1,530	2,066	1,729	1,802	1,012	2,238
Italy	...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...	...
Australian common wealth	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
TOTAL	19,453	29,207	19,066	26,895	45,302	43,188	50,128	45,608	47,771

IMPORTS.

WROUGHT—(OTHER SORTS).

COUNTRIES WHENCE IMPORTED.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.
Germany	196	110	50	163	178	92	60	308	119
United Kingdom	7,741	7,087	7,907	6,303	8,671	8,025	7,104	5,330	10,182
France	2,852	3,660	2,831	2,900	4,067	2,612	2,671	1,862	1,757
Ceylon	...	...	...	...	...	...	...	...	...
Holland	10	12	24	37	11	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	...	...
East Africa (British)	...	...	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
TOTAL	11,116	15,255	10,472	13,424	13,074	10,783	10,178	7,543	8,802

IMPORTS.

SHEETS, PIPES & TUBES.

COUNTRIES WHENCE IMPORTED.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.
United Kingdom	9,727	12,681	11,750	15,745	17,298	16,988	16,225	16,364	17,534
France
United States of America
Aden and Dependencies
Mauritius and Dependencies
Austria-Hungary
Germany
Other Foreign Countries
Ceylon
Belgium
Italy
Egypt
Other Countries
Other British Possessions
TOTAL	10,086	13,606	11,812	16,319	17,615	17,280	17,007	15,537	18,711

IMPORTS.

TIN

	COUNTRIES WHERE REPORTED							
	1950-51, EST.	1952-53, EST.	1955-56, EST.	1957-58, EST.	1961, EST.	1961-62, EST.	1962-63, EST.	1963, EST.
Egypt ^a	25
Sinai Settlements ^b	...	23,412	37,604	27,692	16,200	21,084	24,622	23,785
China (see Hongkong and Macao)
China ^c and Hong Kong	...	888	787	935	945	1,472	1,640	1,620
United Kingdom	187
România (French)
Persia
Ceylon	2	...	11	8	25	6
East Indies (Italian)
Aden and Dependencies
Australia	30	...
France
Borneo (Dutch)
Arabia	262	...	5	...	20	51
East Indies—Other Parts	191	...	12	4	95	410
Federated Malay States	257
East Africa (British)	99	...	59	...	88	302
United States of America	753
Japan
Other Foreign Countries
Other British Possessions
TOTAL	36,300	28,483	29,069	17,292	22,591	25,907	27,830	40,338

IMPORTS.

TIN

	COUNTRIES WHERE CENSUS TAKEN	1886-87	1897-98	1908-9	1919-20	1920-1	1931-2	1941-2	1951-2
		thrs.	thrs.	thrs.	thrs.	thrs.	thrs.	thrs.	thrs.
Germany	...	30	41	14	25	44	35	37	44
United Kingdom	...	20	19	44	...	...	...	...	...
Austria-Hungary	...	15	5	12	16	25	22	30	60
Belgium	1	10	...	...	...
France	5	10	...
Holland
Ceylon	...	13	8	10	...	...	...	...	...
Straits Settlements	...	24	46	...	14	12	15	...	...
Hong-Kong	...	2	1	11	...	...	...	...	...
China (Twenty Ports)
Other Countries	2	...	...	...	...	...	...
Japan
Australia	4	1	2	1	5
Other Foreign Colonies
United States of America
Other Foreign Colonies
Other British Possessions	3	10	4	28	12
Total	...	97	145	99	109	150	95	170	128

UNWROUGHT—(BLOCK, &c.)

IMPORTS.

UNWOUNGHT—(BLOCK, ecc.)												
1906-7. cwt.	1907-8. cwt.	1908-9. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.
36,369	18,846	17,486	22,842	34,650	33,351	30,363	29,645	37,104	33,082	25,158	25,158	25,158
1,773	2,902	2,819	3,874	3,670	2,808	3,626	4,800	4,165	4,420	2,922	2,922	2,922
1		4	6	11		20	8	22	40	16	16	16
				24	10	5	42					
333	150	79	80			180	1	38		25		25
433	217	18	44	87	20				160	360		360
128		62				48			62	200		200
206	6			1	1	1,077						
16		4			4							
39,187	20,030	19,007	31,892	39,850	38,376	36,355	36,821	31,536	41,406	37,877	28,261	28,261

WROUGHT—(INCLUDING PLATES OR SHEETS, NOT TINNED IRON).

IMPORTS.

[illegible]

ZINC OR SPELTER

Imports

COUNTRY WHICH IMPORTED	1990-91 Cvts.	1991-92 Cvts.	1992-93 Cvts.	1993-94 Cvts.	1994-95 Cvts.	1995-96 Cvts.	1996-97 Cvts.	1997-98 Cvts.	1998-99 Cvts.
Austria-Hungary	...	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...	...
United States	24,022	33,710	72,700	50,214	46,512	49,354	70,021	70,121	...
Australia	...	...	...	...	...	...	...	...	...
Other British possessions	...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Other Foreign Countries	2,129	4,895	5,252	1,721	711	5,662	8,069	5,669	...
China and Hong Kong	...	...	...	...	...	...	...	...	...
China-Hong-Kong	...	...	...	...	...	...	...	...	...
TOTAL	50,900	70,925	81,954	55,280	50,512	57,438	11,262	79,551	...

ZINC OR SPELTER

IMPORTS

	COUNTRIES WHERE IMPORTED							
	1950-51	1952-53	1953-54	1958-59	1959-60	1960-61	1961-62	1962-63
Strategic Settlements								
United Kingdom	4,191	9,072	4,911	5,641	7,183	5,122	6,497	6,061
Coria								
Arabia								
Austria-Hungary								
Spain								
Germany	4,206	3,653	448	519	3,167	4,219	4,862	3,418
Japan								
United States and Dependencies								
United States of America								
France	8,038	58,837	7,005	10,011	10,191	8,381	11,131	13,021
Norway								
Iceland		15	291		89			
Sweden								
East Africa (British)	20			178	55	76	596	17
Other Foreign Possessions								
Other Foreign Possessions								
Other Foreign Possessions								
Other Foreign Possessions								
TOTAL	17,482	83,300	11,059	17,229	20,825	18,522	23,289	32,501

KERO

Imports

	COUNTRY WHENCE IMPORTED	1957, Cdn.	1957-58, Cdn.	1958-59, Cdn.	1959-60, Cdn.	1960-61, Cdn.	1961-62, Cdn.	1962-63, Cdn.	1963-64, Cdn.	1964-65, Cdn.
China (Colony)	...	129	...	...	...	...	...	...	...	...
China (Mainland)	60	4,488	...	...	...	...	...
Colombia
United States of America	18,201,251	20,858,793	16,055,558	12,251,264	10,462,452	5,708,220	5,620,241	5,727,131	5,720,000	5,720,000
South America
Nicaragua
Costa Rica	159,120	203,983	193,184	143,031	143,031	313,764	36,609	150,000	...	...
El Salvador	710,902	404,504	2,832,800	17,115,000	...
Uruguay	2,401	0,322	71,003	...	...
United Kingdom	67,327	59,759	97,770	256	5,118	130,000	179,100	100	...	...
France
Italy
Spain
Portugal
Belgium
Sweden
Denmark
Netherlands
Germany
Switzerland
Austria
Japan
Philippines
India	31,567,000	31,567,000	31,567,000	31,567,000	31,567,000	31,567,000	31,567,000	31,567,000	31,567,000	31,567,000
Malaya	10,537,000	12,186,500	18,974,100	25,624,275	25,624,275	25,624,275	25,624,275	25,624,275	25,624,275	25,624,275
Singapore	5,248,000	5,248,000	5,248,000	5,248,000	5,248,000	5,248,000	5,248,000	5,248,000	5,248,000	5,248,000
Other Countries
Borneo (Dutch)
Japan
Malaya
Singapore
Other Countries
Armenia
Bosnia
Yugoslavia
Other Foreign Countries
TOTAL	64,671,200	69,705,498	70,058,550	70,440,172	72,601,388	61,497,266	61,825,021	71,528,264	76,100,000	76,100,000

Imports

NEWBROUGHT.

1964-65 C.W.S.	1965-66 C.W.S.	1966-67 C.W.S.	1967-68 C.W.S.	1968-69 C.W.S.	1969-70 C.W.S.	1970-71 C.W.S.	1971-72 C.W.S.	1972-73 C.W.S.	1973-74 C.W.S.	1974-75 C.W.S.	1975-76 C.W.S.	1976-77 C.W.S.	1977-78 C.W.S.
3,660.31	500												
15,553	54,720	55,882	49,475	69,370	61,410	69,385	64,800	53,665	22,560				
5,601	5,396	4,233	5,722	5,200	3,280	5,240	6,018	6,233	9,180	694			
228	211	112	360	1,038	1,565	1,380	763	2,415	1,800	730			
20,000	69,413	69,141	50,142	29,831	65,001	69,000	65,634	23,000	95,365	10,710	47		

WROUGHT OR MANUFACTURED.

IMPORTS.

WROUGHT OR MANUFACTURED.											
1911-12. cwt.	1904-5. cwt.	1907-8. cwt.	1907-8. cwt.	1908-9. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.
			0	125	2,075	5,605	6,070	10,135	8,005	7,425	7,275
7,790	6,792	8,145	11,622	8,145	1,541	1,541					
71	71										
3,046	4,830	3,814	5,275	1,380	1,160	549	8,478	9,555	11,855	4,988	12
						111	130	71			
13,717	12,537	15,880	22,609	10,235	15,705	18,135	14,731	17,159	14,725	3,500	51
512	51	33			4						
40	56					32	94	30	113	85	8
40	51	110	11	55	0	0	0	0	113	85	8
25,038	21,853	29,035	39,055	25,091	25,020	25,496	30,011	37,355	37,549	17,559	

SINCE

Imports

[illegible]

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1907. tons.	1908. tons.	1909. tons.	1910. tons.	1911. tons.	1912. tons.	1913. tons.	1914. tons.
United Kingdom ...	333,720	216,570	285,107	292,163	64,576	145,000	170,481	121,032
Australia Commonwealth ...	30,346	18,409	18,778	20,282	14,638	10,663	6,137	23,940
Spain
Mauritius
America, United States of
Ceylon
Russia
India and Dependencies
Germany
Strait Settlements
Java-Moluccas
Sumatra
Batavia
Papua
Philippines
South America
Italy
France
Austria-Hungary
Cape of Good Hope
Cape Colony
Switzerland
Spain
China (Hong-Kong ...)
Treaty Ports
Natal
Belgium
Holland
Japan
Other Foreign Countries
East Africa (Portuguese)
British
Other Ports
Borneo
Transvaal
Uruguay
TOTAL ...	481,030	247,612	346,988	388,014	108,540	220,048	187,003	173,887

COTTON.

COUNTRIES WHENCE IMPORTED.	1907. cwt.	1908. cwt.	1909. cwt.	1910. cwt.	1911. cwt.	1912. cwt.	1913. cwt.	1914. cwt.
Siam
Peru
East Africa (Italian)
Somali and Mekran
United Kingdom
France
United States
China (Hong-Kong ...)
Treaty Ports
Ceylon
Holland
Austria-Hungary
Arabia (Muscat territory, &c.)
Other Native States in Arabia
East Africa (German)
Turkey in Asia
Aden and Dependencies
Scots
Mauritius
Italy
Algeria
Germany
East Africa (British)
Other Foreign Countries
Strait Settlements
Japan
Siam
Other British Possessions
Bahrain Islands
TOTAL ...	67,017	46,213	37,468	188,705	225,214	78,324	77,389	18,270

* The trade with Mekran and Somali is, since April 1909, included partly with

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1907. tons.	1908. tons.	1909. tons.	1910. tons.	1911. tons.	1912. tons.	1913. tons.	1914. tons.
United Kingdom ...	105,474	121,432	209,882	188,200	199,741	270,391	247,113	170,763
Australia Commonwealth ...	10,749	6,230	25,863	60,590	145,706	27,889	41,550	57,117
Spain
Mauritius
America, United States of
Ceylon
Russia
India and Dependencies
Germany
Strait Settlements
Java-Moluccas
Sumatra
Batavia
Papua
Philippines
South America
Italy
France
Austria-Hungary
Cape of Good Hope
Cape Colony
Switzerland
Spain
China (Hong-Kong ...)
Treaty Ports
Natal
Belgium
Holland
Japan
Other Foreign Countries
East Africa (Portuguese)
British
Other Ports
Borneo
Transvaal
Uruguay
TOTAL ...	241,063	172,691	244,500	201,597	435,359	406,378	322,647	285,748

RAW.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1907. cwt.	1908. cwt.	1909. cwt.	1910. cwt.	1911. cwt.	1912. cwt.	1913. cwt.	1914. cwt.
United Kingdom ...	6,119	7,021	7,788	6,022	6,972	19,028	5,610	2,920
Australia Commonwealth
Spain
Mauritius
America, United States of
Ceylon
Russia
India and Dependencies
Germany
Strait Settlements
Java-Moluccas
Sumatra
Batavia
Papua
Philippines
South America
Italy
France
Austria-Hungary
Cape of Good Hope
Cape Colony
Switzerland
Spain
China (Hong-Kong ...)
Treaty Ports
Natal
Belgium
Holland
Japan
Other Foreign Countries
East Africa (Portuguese)
British
Other Ports
Borneo
Transvaal
Uruguay
TOTAL ...	192,556	161,470	116,198	107,020	125,487	93,064	46,201	482,705

Peru (foreign trade) and partly with Baluchistan Agency trade (coasting trade).

COTTON

IMPORTS

[illegible]

COTTON PIECE

IMPORTS.

	1950-51. yards.	1951-52. yards.	1952-53. yards.	1953-54. yards.	1954-55. yards.	1955-56. yards.	1956-57. yards.	1957-58. yards.	1958-59. yards.
Switzerland									
Other European Countries									
United States of America									
Canada									
Japan									
China									
India									
Other Asia (Hkong Kong)									
China (Twenty Ports)									
Turkey and Asia									
Latin America									
Caribbean									
Algeria									
Other Africa									
Other Asia (British)									
Other Asia (French)									
Other Asia (Dutch)									
Other Asia (Portuguese)									
Other Asia (Spanish)									
Other Asia (Swedish)									
Other Asia (Danish)									
Other Asia (Norwegian)									
Other Asia (Finnish)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									
Other Asia (Irish)									
Other Asia (Portuguese)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									
Other Asia (Irish)									
Other Asia (Portuguese)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									
Other Asia (Irish)									
Other Asia (Portuguese)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									
Other Asia (Irish)									
Other Asia (Portuguese)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									
Other Asia (Irish)									
Other Asia (Portuguese)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									
Other Asia (Irish)									
Other Asia (Portuguese)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									
Other Asia (Irish)									
Other Asia (Portuguese)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									
Other Asia (Irish)									
Other Asia (Portuguese)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									
Other Asia (Irish)									
Other Asia (Portuguese)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									
Other Asia (Irish)									
Other Asia (Portuguese)									
Other Asia (Belgian)									
Other Asia (Austrian)									
Other Asia (Greek)									

TWIST AND YARN (ALL KINDS).

IMPORTS.

[illegible]

GOODS GREY—(UNBLEACHED), ALL KINDS.

IMPORTS.

[illegible]

IMPORTS.

COUNTRY ORIGIN	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.
Sweden	117	...	...	...	...	...	...	...	...
Denmark	345	...	...	...	...	...	...	...	...
Belgium	408,632	429,554,589	400,151,281	438,552,484	474,261,201	309,555,477	428,551,731	51,710,111	...
Holland	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	...
France	115,111	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Australia	1,248	...	...	...	...	...	...	...	...
Malta	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	...
United States of America	1,000,000	...	...	...	...	...	...	...	...
Yards	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Japan and Dependencies	...	...	...	...	...	...	...	...	...
China (Hong Kong)	...	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Total	44,151,261	43,122,411	41,839,294	43,150,451	46,745,107	50,993,211	48,234,201	51,100,111	...

IMPORTS.

COUNTRY ORIGIN	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.
United Kingdom	302,300,310	300,700,310	302,100,310	302,000,310	302,000,310	302,000,310	302,000,310	302,000,310	302,000,310
Italy	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
France	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Spain	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Portugal	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Belgium	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Holland	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Denmark	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Sweden	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Other Foreign Countries	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Total	302,300,310	300,700,310	302,100,310	302,000,310	302,000,310	302,000,310	302,000,310	302,000,310	302,000,310

COTTON PIECE.

GOODS (WHITE, BLEACHED) ALL KINDS.

COUNTRY ORIGIN	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.
Sweden	117	...	...	...	...	...	...	...	...
Denmark	345	...	...	...	...	...	...	...	...
Belgium	408,632	429,554,589	400,151,281	438,552,484	474,261,201	309,555,477	428,551,731	51,710,111	...
Holland	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	...
France	115,111	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Australia	1,248	...	...	...	...	...	...	...	...
Malta	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	...
United States of America	1,000,000	...	...	...	...	...	...	...	...
Yards	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Japan and Dependencies	...	...	...	...	...	...	...	...	...
China (Hong Kong)	...	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Total	44,151,261	43,122,411	41,839,294	43,150,451	46,745,107	50,993,211	48,234,201	51,100,111	...

GOODS (COLOURED, PRINTED, OR DYED) ALL KINDS.

COUNTRY ORIGIN	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.
Sweden	117	...	...	...	...	...	...	...	...
Denmark	345	...	...	...	...	...	...	...	...
Belgium	408,632	429,554,589	400,151,281	438,552,484	474,261,201	309,555,477	428,551,731	51,710,111	...
Holland	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	...
France	115,111	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Australia	1,248	...	...	...	...	...	...	...	...
Malta	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	...
United States of America	1,000,000	...	...	...	...	...	...	...	...
Yards	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Japan and Dependencies	...	...	...	...	...	...	...	...	...
China (Hong Kong)	...	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Total	44,151,261	43,122,411	41,839,294	43,150,451	46,745,107	50,993,211	48,234,201	51,100,111	...

IMPORTS.

COUNTRY ORIGIN	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.	YARDS.
Sweden	117	...	...	...	...	...	...	...	...
Denmark	345	...	...	...	...	...	...	...	...
Belgium	408,632	429,554,589	400,151,281	438,552,484	474,261,201	309,555,477	428,551,731	51,710,111	...
Holland	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	1,161,951	...
France	115,111	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Australia	1,248	...	...	...	...	...	...	...	...
Malta	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	...
United States of America	1,000,000	...	...	...	...	...	...	...	...
Yards	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Japan and Dependencies	...	...	...	...	...	...	...	...	...
China (Hong Kong)	...	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Total	44,151,261	43,122,411	41,839,294	43,150,451	46,745,107	50,993,211	48,234,201	51,100,111	...

IMPORTS.

COUNTRY WHERE EXPORTED	1924-25. No.	1925-26. No.	1926-27. No.	1927-28. No.	1928-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33. No.
Other British Possessions	...	...	...	...	...	...	...	...	...
France	11,024,744	8,221,285	12,571,437	17,556,541	20,818,631	20,204,119	11,262,400	17,202,412	18,732,407
Italy	61,278	101,252	223,131	302,919	493,055	392,143	105,452	214,566	...
Austria-Hungary	239,591	16,492	1,807	101,120	296,071	272,140	105,452	214,566	...
Sweden	...	...	1,003	4,018	31,011	29,805	29,805	29,805	...
Denmark	...	...	...	...	...	...	...	...	...
Japan	...	171	869	22,002	...	2,009	6,195	4,162	...
China	...	...	...	...	...	...	...	...	...
British Settlements	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
Spain and Dependencies	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
Total	13,075,895	9,152,149	13,583,641	19,538,419	21,842,557	20,855,898	11,477,345	18,703,239	...

COTTON.

HANDKERCHIEFS AND SHAWLS IN THE PIECE.

IMPORTS.

COUNTRY WHERE EXPORTED	1924-25. No.	1925-26. No.	1926-27. No.	1927-28. No.	1928-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33. No.	1933-34. No.	1934-35. No.	1935-36. No.
Other British Possessions
France	13,155,798	17,272,244	24,267,029	13,223,521	18,412,223	15,164,591	12,262,601	18,100,000	24,501,021	31,659,217	35,267,743	7,629,522
Italy
Austria-Hungary
Sweden
Denmark
Japan
China
British Settlements
Germany
Poland
Belgium
Spain and Dependencies
Portugal
Other Foreign Countries
Total	13,155,798	17,272,244	24,267,029	13,223,521	18,412,223	15,164,591	12,262,601	18,100,000	24,501,021	31,659,217	35,267,743	7,629,522

IMPORTS.

COTTON.

COUNTRY WHERE EXPORTED	1924-25. No.	1925-26. No.	1926-27. No.	1927-28. No.	1928-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33. No.	1933-34. No.	1934-35. No.	1935-36. No.
Other Foreign Countries
United Kingdom	214,294	688,781	741,491	744,000	756,752	723,044	1,801,455	929,441	6,201	...	...	...
France
China (Hong Kong)
British Settlements
Belgium
Austria-Hungary
Germany
Denmark
Japan
China
British Settlements
Germany
Poland
Belgium
Spain and Dependencies
Portugal
Other Foreign Countries
Total	750,074	755,021	846,500	809,135	829,416	829,001	1,881,445	1,014,441	...	...	...	...

THREAD, SEWING.

IMPORTS.

COUNTRY WHERE EXPORTED	1924-25. No.	1925-26. No.	1926-27. No.	1927-28. No.	1928-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33. No.	1933-34. No.	1934-35. No.	1935-36. No.
Other Foreign Countries
United Kingdom
France
China (Hong Kong)
British Settlements
Belgium
Austria-Hungary
Germany
Denmark
Japan
China
British Settlements
Germany
Poland
Belgium
Spain and Dependencies
Portugal
Other Foreign Countries
Total	1,338,001	1,320,161	1,079,097	1,053,294	1,107,358	1,045,409	1,461,168	1,714,651	1,771,608	1,704,061	1,104,001	1,919,408

IMPORTS

COUNTRY MERCH EXPORTED.	1907-8.	1907-9.	1908-9.	1909-10.	1910-11.	1911-2.	1912-3.	1913-4.	1914-5.
Switzerland						782	1,298		1,731
China: Young Commission									
United Kingdom	1,717,341	1,843,887	1,684,886	1,623,881			852,387	238,641	281,841
United States	1,000,000	1,000,000	1,000,000	1,000,000			1,000,000	1,000,000	1,000,000
United States of America	74,610	74,610	1,500,000	1,165,480			1,261,931	1,718,138	2,261,931
China: Hong Kong	19,410	19,410	4,993	4,993	46,400			14,410	32,931
China: Shanghai	19,410	19,410	4,993	4,993	46,400			14,410	32,931
China: Tientsin	19,410	19,410	4,993	4,993	46,400			14,410	32,931
Austria-Hungary	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Germany	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
France	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Spain	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Italy	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Japan	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Portugal	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Belgium	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Sweden	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Denmark	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Norway	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Finland	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Poland	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Czechoslovakia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Slovakia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Yugoslavia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Romania	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Greece	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Bulgaria	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Serbia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Croatia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Slovenia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Montenegro	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Albania	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Macedonia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Bosnia and Herzegovina	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
Sandwich Islands	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Somaliland	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British East Africa	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British West Africa	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Central Africa	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British South Africa	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British North Africa	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British India	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Ceylon	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Burma	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Malaya	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Borneo	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Celebes	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Sumatra	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Java	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Philippines	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Indonesia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British East Indies	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British West Indies	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Central America	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British South America	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British North America	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Greenland	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Iceland	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Faroe Islands	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Azores	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Madeira	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Canary Islands	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Cape Verde Islands	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Senegal	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Guinea	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Sierra Leone	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Liberia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Ivory Coast	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Upper Volta	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Niger	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Chad	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Sudan	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Egypt	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Sudan	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Ethiopia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Somalia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Djibouti	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Eritrea	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Yemen	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Oman	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Bahrain	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Kuwait	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Iraq	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Persia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Afghanistan	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British India	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Ceylon	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Burma	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Malaya	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Borneo	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Celebes	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Sumatra	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Java	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Philippines	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Indonesia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British East Indies	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British West Indies	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Central America	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British South America	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British North America	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Greenland	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Iceland	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Faroe Islands	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Azores	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Madeira	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Canary Islands	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Cape Verde Islands	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Senegal	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Guinea	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Sierra Leone	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Liberia	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Ivory Coast	204,644	204,644	100,000	122,243		11,721	180,000	180,000	180,000
British Upper Volta	204,644								

SILK.

IMPORTS.

[illegible]

WOOL.

MIXED WITH OTHER MATERIALS.

[illegible]

IMPORTS

RAW.

[illegible]

IMPORTS

[illegible]

IMPORTS

[illegible]

PIECE-GOODS.

[illegible]

Imports

[illegible]

IMPORTS.

COUNTRIES WHERE EXPORTED.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-1900. cwt.	1900-1. cwt.	1901-2. cwt.	1902-3. cwt.	1903-4. cwt.
Other Foreign Countries	...	...	...	...	...	...	...	...
United Kingdom	35,912	35,471	38,702	59,253	63,373	48,345	61,945	53,779
France	...	77	1,437	5,400	200	279	...	100
United States of America	...	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...	...
China	4,557	5,905	7,820	4,655	1,207	3,541	5,105	5,601
Japan	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Aden & Dependencies	...	...	...	...	...	...	...	...
Ceylon	30,225	32,177	33,990	37,479	37,239	49,807	45,011	50,722
Austria-Hungary	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Germany	50,503	13,357	17,118	11,253	8,147	19,272	15,014	14,224
Portugal	...	...	...	...	...	...	...	...
China—Free ports	...	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
TOTAL	81,305	67,106	81,092	89,535	111,161	131,545	131,365	115,355

PAPER.

PRINTING.

COUNTRIES WHERE EXPORTED.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-1900. cwt.	1900-1. cwt.	1901-2. cwt.	1902-3. cwt.	1903-4. cwt.
Other Foreign Countries	...	...	...	...	...	...	...	...
United Kingdom	3,899	71,180	63,819	125,923	114,085	137,071	137,559	151,199
France	1,755	249	...	65	...	322	1,108	1,008
United States of America	...	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...	...
China	4,601	6,943	14,088	23,287	19,211	16,618	11,411	5,000
Japan	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Aden & Dependencies	...	...	...	...	...	...	...	...
Ceylon	39,355	39,371	39,915	34,164	39,473	45,500	35,658	38,690
Austria-Hungary	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Germany	31,302	37,104	67,028	51,008	51,008	51,008	51,008	51,008
Portugal	...	...	...	...	...	...	...	...
China—Free ports	...	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
TOTAL	100,185	151,771	251,171	292,450	214,130	302,050	282,775	317,055

IMPORTS.

IMPORTS.

COUNTRIES WHERE EXPORTED.	1896-97. Rs.	1897-98. Rs.	1898-99. Rs.	1899-1900. Rs.	1900-1. Rs.	1901-2. Rs.	1902-3. Rs.	1903-4. Rs.
Other British Possessions	1,78,000	2,25,114	2,65,000	1,91,200	1,33,200	1,53,770	1,58,612	3,14,470
United Kingdom	5,23,000	7,27,882	6,09,855	8,06,510	9,35,000	9,05,250	10,11,810	11,38,000
Straits Settlements
France	3,30,000	3,11,400	2,50,000	4,25,000	3,55,000	4,51,000	4,58,000	5,25,000
United States of America
Australia
China
Japan
Straits Settlements
Holland
Spain
Sweden
Aden & Dependencies
Ceylon
Austria-Hungary
Italy
Germany
Portugal
China—Free ports
Norway
Sweden
Denmark
Other British Possessions
Russia
TOTAL	98,45,000	41,71,000	37,47,800	34,75,000	39,60,000	43,65,800	46,76,500	50,61,000

MATCHES.

LUCIFER, AND OTHER SORTS.

COUNTRIES WHERE EXPORTED.	1896-97. Rs.	1897-98. Rs.	1898-99. Rs.	1899-1900. Rs.	1900-1. Rs.	1901-2. Rs.	1902-3. Rs.	1903-4. Rs.
Other British Possessions
United Kingdom
Straits Settlements
France
United States of America
Australia
China
Japan
Straits Settlements
Holland
Spain
Sweden
Aden & Dependencies
Ceylon
Austria-Hungary
Italy
Germany
Portugal
China—Free ports
Norway
Sweden
Denmark
Other British Possessions
Russia
TOTAL	48,85,500	55,81,500	61,12,700	73,76,000	78,30,000	81,05,000	83,01,100	87,07,000

IMPORTS.

IMPORTS.

	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.	1927-28. No.
Belgium	20	27	18	...	12	228	370	1,241
Holland .....	...	...	...	...	...	...	...	...
Switzerland .....	...	...	...	...	...	...	...	...
East Africa-Zanzibar .....	...	...	...	...	...	...	...	...
France .....	...	5,023	...	...	...	...	...	...
Germany	174	557	1,149	2,010	642	1,214	3,524	6,347
United Kingdom	2,621,721,120	2,850,638	229,697,238	272,404,333	1,478,261	1,547,087	1,043,812	...
China-1 Hong-Kong	241,417	289,453	104,435	145,435	78,031	73,652	196,394	280,220
China-1 Free Ports	161,000	19	421	615	265	62	1,501	200
Manchuria & Dependencies	608,997	703,469	608,381	285,360	265,312	325,100	231,004	101,865
Straits Settlements .....	...	...	...	...	...	...	...	...
India	2,092	3,900	3,704	6,942	5,983	7,839	9,027	11,070
Ceylon	7,440	5,312	19,600	10,184	15,503	17,681	40,365	30,515
France .....	...	12	...	...	...	...	...	...
Spain (excluding Gibraltar)	1,704	18	15	2,025	859	2,429	...	...
Italy	2,114	2,374	2,838	5,385	3,595	4,820	4,635	15,200
Austria-Hungary .....	...	...	183	560	31	472	15	301
United States of America .....	...	...	...	...	...	...	...	...
Aden & Dependencies	226,840	63,237	58,755	56,557	113,900	131,005	107,408	135,038
Japan .....	...	...	...	...	...	...	...	...
Siam .....	...	23	2	...	...	...	...	...
Other Countries	75	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
Other Foreign Countries .....	...	...	...	245	123	204	20	632
Other British Possessions .....	...	...	...	244	770	12	2	2
TOTAL	3,790,897	4,021,990	3,000,630	3,090,760	2,913,797	2,602,350	2,214,820	2,706,943

IMPORTS.

	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.	1927-28. No.
Belgium .....	...	...	...	...	...	...	...	...
Holland .....	...	...	...	...	...	...	...	...
Switzerland .....	...	...	...	...	...	...	...	...
East Africa-Zanzibar .....	...	...	...	...	...	...	...	...
France .....	...	...	...	...	...	...	...	...
Germany	1,591	1,674	7,505	1,775	3,172	7,015	7,292	11,004
United Kingdom	32,367	32,004	483,881	524,259	1,424,612	735,546	755,050	1,027,401
China-1 Hong-Kong	100,500	148,941	216,283	191,614	207,640	282,705	171,007	175,307
China-1 Free Ports	1,072	490	3,499	4,370	4,572	530	3,970	4,682
Manchuria & Dependencies	21,368	230,585	190,294	174,203	162,946	126,068	101,861	55,448
Straits Settlements .....	...	...	...	...	...	...	...	...
India	6,360	7,767	6,808	6,640	8,128	15,025	11,483	8,777
Ceylon	6,230	20,628	22,120	22,887	17,016	36,764	33,330	40,142
France .....	...	...	...	...	...	...	...	...
Spain (excluding Gibraltar)	117	2,786	4,657	20	40	2	6,605	7,645
Italy	6,640	8,350	...	6,554	15,725	6	11	...
Austria-Hungary .....	...	...	...	...	...	...	...	...
United States of America	1,034	67,000	22,370	41,979	4,340	3,405	7,071	15,231
Aden & Dependencies .....	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...
Siam .....	...	...	...	...	...	...	...	...
Other Countries .....	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
Other Foreign Countries .....	...	...	...	...	...	...	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...
TOTAL	110,602	1,001,570	1,845,280	2,011,241	735,078	1,443,349	1,350,492	1,382,450

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	INDIAN PRODUCE COTTON.									
	1900-01. CWTs.	1901-02. CWTs.	1902-03. CWTs.	1903-04. CWTs.	1904-05. CWTs.	1905-06. CWTs.	1906-07. CWTs.	1907-08. CWTs.	1908-09. CWTs.	1909-10. CWTs.
United Kingdom	379,450	398,602	216,770	182,500	881,025	146,216	271,205	622,180	390,241	389,241
France	385,103	176,972	261,494	177,847	279,100	206,710	416,386	256,731	216,602	216,602
China (Hong Kong Shanghai)	385,103	176,972	261,494	177,847	279,100	206,710	416,386	256,731	216,602	216,602
Algeria	60,241	11,185	144,750	128,000	190,471	22,134	131,707	111,211	94,520	94,520
Mexico and Central
Spain
Holland
Denmark
Ceylon
Germany
Strait Settlements
Burma
Maritime Dependencies
East China
Siam
Aden and Dependencies
Maldives Islands
Japan
Other Foreign Countries
America (U.S.)
Turkey in Asia
Do. in Europe
Austria-Hungary
Italy
Roumania (Rumania)
Other Ports
East Africa (Portuguese)
Do. (German)
Egypt
Mohel Territory and French Soudan
Arabia
Other Native States in Arabia
Greece
Russia
Australian Commonwealth
New Zealand
Fiji Islands
Norway
Japan
Maldives
Formosa
Cape Colony
Madagascar
Roumania
Philippines
Other British Possessions
Portugal
Switzerland
Total	2,510,025	2,720,241	3,411,185	3,127,470	5,572,705	2,510,025	6,044,806	7,031,020	5,697,746	5,697,746

EXPORTS.
OF MANUFACTURE.
RAW.

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	INDIAN PRODUCE COTTON.									
	1900-01. CWTs.	1901-02. CWTs.	1902-03. CWTs.	1903-04. CWTs.	1904-05. CWTs.	1905-06. CWTs.	1906-07. CWTs.	1907-08. CWTs.	1908-09. CWTs.	1909-10. CWTs.
United Kingdom	379,450	398,602	216,770	182,500	881,025	146,216	271,205	622,180	390,241	389,241
France	385,103	176,972	261,494	177,847	279,100	206,710	416,386	256,731	216,602	216,602
China (Hong Kong Shanghai)	385,103	176,972	261,494	177,847	279,100	206,710	416,386	256,731	216,602	216,602
Algeria	60,241	11,185	144,750	128,000	190,471	22,134	131,707	111,211	94,520	94,520
Mexico and Central
Spain
Holland
Denmark
Ceylon
Germany
Strait Settlements
Burma
Maritime Dependencies
East China
Siam
Aden and Dependencies
Maldives Islands
Japan
Other Foreign Countries
America (U.S.)
Turkey in Asia
Do. in Europe
Austria-Hungary
Italy
Roumania (Rumania)
Other Ports
East Africa (Portuguese)
Do. (German)
Egypt
Mohel Territory and French Soudan
Arabia
Other Native States in Arabia
Greece
Russia
Australian Commonwealth
New Zealand
Fiji Islands
Norway
Japan
Maldives
Formosa
Cape Colony
Madagascar
Roumania
Philippines
Other British Possessions
Portugal
Switzerland
Total	2,510,025	2,720,241	3,411,185	3,127,470	5,572,705	2,510,025	6,044,806	7,031,020	5,697,746	5,697,746

COTTON PIECE-GOODS

OUTRIPS TO WHICH EXPENDED.	1898-99, yards.	1899-00, yards.	1900-01, yards.	1900-01, yards.	1901-02, yards.	1902-03, yards.	1903-04, yards.	1904-05, yards.
Scavell	...	...	...	...	851	1,095	1,095	6,881
Strait Settlements	5,432.24	1,075.417	1,871.704	9,378.753	5,584.584	1,280,454	1,280,454	1,083,252
Perak	1,110,242	810,127	681,001	512,164	1,085,300	810,479	810,479	...
Oeyla	851,253	855,557	852,220	893,449	901,357	277,094	298,004	972,625
Alor Gopengues	10,130,200	13,010,699	16,101,000	10,000,000	5,100,000	10,100,534	1,010,534	1,102,400
United Nations	3,000	743	5,137	1,116	1,153	25,300	1,153	9,155
Other Foreign Countries	...	...	...	100,500	...	4,000	6,855	2,316
United States of America	...	...	...	...	...	...	...	...
Bahia Islands	...	...	...	...	...	...	...	...
British Malacca	354,847	300,327	...	812,107	502,225	161,014	216,012	...
China—	420,711	396,105	61,000	577,550	343,000	8,500	1,505	86,000
(Hong Kong)	...	...	...	...	...	...	...	...
Twenty Ports	14,610,000	4,400,000	36,321,300	6,000,000	701,100	1,209,702	5,201,702	9,100,100
East Indies and Penins.	...	...	...	...	...	...	...	...
Algeria	...	...	...	...	...	...	...	...
Malacca	...	...	...	...	1,000	...	...	2,700
Manilla and Dependencies	350,827	60,000	64,700	10,000	159,300	11,427	43,110	1,018,880
Siam	151,400	18,000	147,800	90,000	239,000	21,000	62,000	9,000
Turkey in Europe	...	...	...	...	...	...	...	...
(Luxembourg & Black Sea)	...	...	...	...	...	...	...	...
In the East	5,720,341	1,610,007	1,610,343	3,200,347	5,720,348	3,479,017	1,446,137	10,070,341
Other Countries in Asia	...	...	78,900	...	...	...	...	...
Africa—	...	...	...	10,041,250	5,110,342	7,205,258	5,918,407	6,000,000
Portuguese	50,821,000	16,187,250	12,673,714	5,010,050	5,270,250	2,075,250	10,000,000	8,077,250
British (East)	...	...	...	...	...	...	...	...
French (South-West)	...	...	...	...	6,345	...	...	...
Portuguese	6,057,405	217,000	1,101,100	1,472,250	6,150,100	1,000,000	1,000,000	8,000,000
Natal Territory and Transvaal	...	...	...	...	...	...	...	...
Arabia	1,517,345	250,800	3,700,100	5,000,000	851,625	1,402,625	735,250	1,370,345
Other Native States in Arabia	...	...	...	...	...	...	...	...
Antarctica	45	...	810	...	5,000	...	1,000	1,000
Fig Islands	...	...	...	...	...	...	...	...
Germany—	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Egypt	312,254	544,247	1,000,000	801,345	801,347	563,061	1,380,841	1,407,250
Japan	31,825	2,800	...	...	...	...	...	...
Scandinavia	...	...	...	1,271	4,951	21,053	39,000	1,000
Madagascar	105,013	825,000	...	...	...	...	...	...
Natal	605,347	698,000	1,283,619	1,200,100	15,250	49,757	50,000	...
Andros-Byronia	32	...	...	...	...	...	...	...
Zeta	73,000	11,775	...	30,116	69,254	97	89	100
British Guinea	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	45,750	25,440	15,000	...
Zanzibar	...	...	...	...	...	...	...	...
Polynesian Malay States	...	...	...	...	...	...	...	...
Other Countries	...	...	...	14,000	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	80,000	40,000	10,000	...
TOTAL	58,607,250	4,528,250	43,420,450	46,705,844	26,100,250	36,812,100	33,680,014	85,650,000</

TEST, UNBLEACHED

[illegible]

EXPORTS.

COUNTRY TO WHICH EXPORTED.	JUNE,									
	1905-06. CWTs.	1904-05. CWTs.	1903-04. CWTs.	1902-03. CWTs.	1901-00. CWTs.	1900-01. CWTs.	1899-00. CWTs.	1898-99. CWTs.	1897-98. CWTs.	1896-97. CWTs.
United Kingdom	6,740,000	8,175,174	4,985,254	4,509,852	5,420,197	8,220,142	5,944,771	5,021,004	...	...
United States of America	1,072,000	1,175,000	1,800,000	1,714,000	1,730,000	1,470,000	1,707,000	1,675,000	...	...
France	371,000	225,000	454,131	611,417	1,511,311	1,790,150	1,634,000	1,617,000	...	...
Germany	48	7	145	322	...	73	17	10	...	...
Italy	1,423,610	1,307,444	1,334,810	1,958,830	2,411,000	1,607,814	2,208,900	2,023,714	...	...
Spain	1,014	425	737	872	1,440	809	331	1,402	...	...
China (Hong-Kong)	30,000	30,000	40,812	55,038	50,130	20,700	43,000	67,000	...	...
India .....	...	...	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...	...	...
Other Ports .....	...	...	...	...	...	...	...	...	...	...
Adriatic, Hungary	5,100	5,400	11,200	8,200	7,200	10,200	4,500	5,400	...	...
Arabian, Commonwealth	120,111	104,000	110,230	490,547	700,100	690,000	690,000	710,701	...	...
Italy	371,000	111,417	115,804	360,000	430,000	440,100	571,000	559,000	...	...
Spain	120,111	115,810	78,000	68,300	254,300	320,100	135,410	96,000	...	...
Portugal	179,400	...	...	85,200	...	58,400	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...	...	...
Denmark	5,000	5,700	4,000	3,800	900	4,900	6,700	11,000	...	...
Arabia .....	...	...	...	...	...	...	...	...	...	...
Other Ports	1,404	...	...	...	71,311	51,700	60,300	85,000	...	...
West Indies .....	...	...	36,000	...	...	...	...	...	...	...
Asia & Dependencies .....	...	...	...	...	...	...	...	...	...	...
East Africa (British) .....	...	70	60	...	...	...	...	...	...	...
Yemen .....	...	...	...	...	...	...	...	...	...	...
East Africa .....	...	...	...	...	...	...	...	...	...	...
West Africa .....	...	...	...	...	...	...	...	...	...	...
New Zealand .....	...	...	...	...	150	800	1,000	500	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries .....	...	...	...	...	...	...	...	...	...	...
Argentina Republic .....	...	...	...	...	...	...	...	...	...	...
Chile .....	...	...	...	...	...	...	...	...	...	...
Brazil .....	...	...	...	...	...	...	...	...	...	...
Uruguay .....	...	...	...	...	...	...	...	...	...	...
Colombia .....	...	...	...	...	...	...	...	...	...	...
Turkey in Europe .....	...	...	...	...	...	...	...	...	...	...
Sweden .....	...	...	...	...	...	...	...	...	...	...
Norway .....	...	...	...	...	...	...	...	...	...	...
TOTAL	11,661,500	15,005,000	9,900,000	8,700,000	12,410,000	14,700,000	13,700,000	12,310,000	...	...

EXPORTS.

COUNTRY TO WHICH EXPORTED.	JUNE,									
	1905-06. CWTs.	1904-05. CWTs.	1903-04. CWTs.	1902-03. CWTs.	1901-00. CWTs.	1900-01. CWTs.	1899-00. CWTs.	1898-99. CWTs.	1897-98. CWTs.	1896-97. CWTs.
United Kingdom	6,740,000	8,175,174	4,985,254	4,509,852	5,420,197	8,220,142	5,944,771	5,021,004	...	...
United States of America	1,072,000	1,175,000	1,800,000	1,714,000	1,730,000	1,470,000	1,707,000	1,675,000	...	...
France	371,000	225,000	454,131	611,417	1,511,311	1,790,150	1,634,000	1,617,000	...	...
Germany	48	7	145	322	...	73	17	10	...	...
Italy	1,423,610	1,307,444	1,334,810	1,958,830	2,411,000	1,607,814	2,208,900	2,023,714	...	...
Spain	1,014	425	737	872	1,440	809	331	1,402	...	...
China (Hong-Kong)	30,000	30,000	40,812	55,038	50,130	20,700	43,000	67,000	...	...
India .....	...	...	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...	...	...
Other Ports .....	...	...	...	...	...	...	...	...	...	...
Adriatic, Hungary	5,100	5,400	11,200	8,200	7,200	10,200	4,500	5,400	...	...
Arabian, Commonwealth	120,111	104,000	110,230	490,547	700,100	690,000	690,000	710,701	...	...
Italy	371,000	111,417	115,804	360,000	430,000	440,100	571,000	559,000	...	...
Spain	120,111	115,810	78,000	68,300	254,300	320,100	135,410	96,000	...	...
Portugal	179,400	...	...	85,200	...	58,400	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...	...	...
Denmark	5,000	5,700	4,000	3,800	900	4,900	6,700	11,000	...	...
Arabia .....	...	...	...	...	...	...	...	...	...	...
Other Ports	1,404	...	...	...	71,311	51,700	60,300	85,000	...	...
West Indies .....	...	...	36,000	...	...	...	...	...	...	...
Asia & Dependencies .....	...	...	...	...	...	...	...	...	...	...
East Africa (British) .....	...	70	60	...	...	...	...	...	...	...
Yemen .....	...	...	...	...	...	...	...	...	...	...
East Africa .....	...	...	...	...	...	...	...	...	...	...
West Africa .....	...	...	...	...	...	...	...	...	...	...
New Zealand .....	...	...	...	...	150	800	1,000	500	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries .....	...	...	...	...	...	...	...	...	...	...
Argentina Republic .....	...	...	...	...	...	...	...	...	...	...
Chile .....	...	...	...	...	...	...	...	...	...	...
Brazil .....	...	...	...	...	...	...	...	...	...	...
Uruguay .....	...	...	...	...	...	...	...	...	...	...
Colombia .....	...	...	...	...	...	...	...	...	...	...
Turkey in Europe .....	...	...	...	...	...	...	...	...	...	...
Sweden .....	...	...	...	...	...	...	...	...	...	...
Norway .....	...	...	...	...	...	...	...	...	...	...
TOTAL	11,661,500	15,005,000	9,900,000	8,700,000	12,410,000	14,700,000	13,700,000	12,310,000	...	...

JULTE

CONTINUED TO WHICH AUSTRALIA	1907-08, No.	1907-08, No.	1908-09, No.	1909-10, No.	1910-11, No.	1911-12, No.	1912-13, No.	1913-14, No.
Holland (British)
Hebrew Islands
Hong Kong
India
Indo-China
Indonesia (British)
Italy
Japan
Kenya (British)
Madagascar (British)
Malaya
Manila
Mexico
Morocco
Netherlands
Norway
Philippines
Portugal
Russia
Siam
Spain
Sweden
Switzerland
Taiwan
Turkey
Uganda
United States
Uruguay
Venezuela
Yokohama
Total	1,043,121	1,071,818	1,088,102	1,093,140	1,100,200	1,107,200	1,114,200	1,121,200

PORTS.

[illegible]

EXPORTS.

COUNTRY TO WHICH EXPORTED.	1880-82. yards.	1877-83. yards.	1880-85. yards.	1880-1000. yards.	1880-1. yards.	1880-2. yards.	1880-3. yards.	1880-4. yards.
France .....	...	...	...	...	...	...	...	...
United Kingdom ..	220	900	504	382	836	607	31,741	341
Peru	200	180	550	...	...	...	993	30
Madagascar .....	...	...	...	...	...	...	...	...
Ceylon	11,521	4,402	30,654	4,218	9,500	3,888	32,430	706
United States	304	479	...	...	635	...	50	27
Mauritius Dependencies	124	...	...	30	2,434	18	...	...
Africa and Dependencies .....	...	548	...	287	966	915	714	601
China—Hong-Kong	111	...	46	...	...	...	...	...
China—Treaty Ports ..	...	...	...	1,030	50	179	30	...
Strait Settlements	170	...	102	430	1,495	13,496	371	741
South America .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Egypt .....	...	...	...	...	...	...	239	163
Arabia	718	...	...	...	...	1,611	752	1,567
Australia .....	...	215	538	...	...	...	...	...
Malta .....	...	...	...	...	...	...	...	...
Turkey in Asia .....	...	...	...	406	...	...	...	4,800
Do. in Europe .....	...	...	...	...	...	...	...	...
East Africa—British Portuguese	182	258	...	397	938	643	3,163	166
Austria-Tungany .....	...	...	...	...	...	...	...	...
Spain-Gibraltar .....	...	...	...	...	...	...	...	...
Abyssinia .....	...	...	...	...	...	...	...	...
Natal .....	...	...	70	...	...	...	...	...
Sierra	20	...	...	...	...	...	...	...
Cape Colony .....	...	100	...	...	...	...	...	...
Philippines .....	...	...	30	...	...	...	...	...
Java .....	...	...	283	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...
Other British Possessions .....	...	...	...	488	904	933	1,220	650
Other Foreign Countries .....	...	...	...	66	491	15	...	620
Other Countries .....	...	...	...	...	...	...	...	...
TOTAL ..	13,643	6,529	32,744	6,713	12,459	22,178	71,158	10,800

PIECE-GOODS.

[illegible]

EXPORTS.

	COUNTRIES TO WHICH REPORTED.	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.
United Kingdom	...	1,002,025	1,033,540	8,700,702	5,597,107	7,035	3,300,002	6,882,228	21,531,867	...	...	...	...	...	...	...	...
Morocco and Dependencies	...	986	1,814	2,798	6,605	6,341	7,406	6,271	7,431	...	...	...	...	...	...	...	...
France	...	259,796	282,032	2,026,709	105,818	4	19,024	20,024	693,980	...	...	...	...	...	...	...	...
Spain	...	810	804	400	603	1,004	410	600	960	...	...	...	...	...	...	...	...
Adriatic Dependencies	...	16,386	12,540	16,800	10,103	9,881	10,013	17,247	30,600	...	...	...	...	...	...	...	...
Madagascar	...	111	112	180	30	170	100	120	10	...	...	...	...	...	...	...	...
Strait Settlements	...	3,132	2,784	2,602	9,802	1,007	3,475	2,015	5,000	...	...	...	...	...	...	...	...
India
Java
Yokohama
Malacca and Sumatra
Maldives
Ceylon
Austria-Hungary
Other British Possessions
Mali and Gambia
Sierra Leone
United States of America
Sancho and Porto
East Africa
Italy
Switzerland
Belgium
Spain
Portugal
France
Germany
Austria-Hungary
Other European Countries
Other Foreign Countries
Total	...	1,010,532	2,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000

WHEAT.

(PRIVATE AND GOVERNMENT).

EXPORTS

	COUNTRIES TO WHICH REPORTED.	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.
United Kingdom	...	1,002,025	1,033,540	8,700,702	5,597,107	7,035	3,300,002	6,882,228	21,531,867	...	...	...	...	...	...	...	...
Morocco and Dependencies	...	986	1,814	2,798	6,605	6,341	7,406	6,271	7,431	...	...	...	...	...	...	...	...
France	...	259,796	282,032	2,026,709	105,818	4	19,024	20,024	693,980	...	...	...	...	...	...	...	...
Spain	...	810	804	400	603	1,004	410	600	960	...	...	...	...	...	...	...	...
Adriatic Dependencies	...	16,386	12,540	16,800	10,103	9,881	10,013	17,247	30,600	...	...	...	...	...	...	...	...
Madagascar	...	111	112	180	30	170	100	120	10	...	...	...	...	...	...	...	...
Strait Settlements	...	3,132	2,784	2,602	9,802	1,007	3,475	2,015	5,000	...	...	...	...	...	...	...	...
India
Java
Yokohama
Malacca and Sumatra
Maldives
Ceylon
Austria-Hungary
Other British Possessions
Mali and Gambia
Sierra Leone
United States of America
Sancho and Porto
East Africa
Italy
Switzerland
Belgium
Spain
Portugal
France
Germany
Austria-Hungary
Other European Countries
Other Foreign Countries
Total	...	1,010,532	2,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1905-07. cwt.	1907-09. cwt.	1909-11. cwt.	1910-12. cwt.	1911-13. cwt.	1912-14. cwt.	1913-15. cwt.	1914-16. cwt.
Malta and Gono	...	...	...	...	...	...	...	...
France	891,720	1,008,654	1,035,197	1,025,570	699,580	1,204,842	1,279,799	1,474,025
Spain	2,022	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Germany	250,205	274,484	364,357	327,810	391,405	333,117	390,875	557,016
Belgium and Luxembourg	...	...	...	...	...	...	...	...
Sweden	11,000	6,455	20,435	17,707	703	31	488	80
Denmark	...	...	...	...	...	...	...	...
Switzerland and Prussia	1,352	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...
Russia	12,889	18,738	13,995	2,601	4,208	1,655	17,572	49,271
Japan	...	...	...	...	...	...	...	...
China	29,802	135,408	161,817	81,860	95,179	29,287	298,304	298,304
India	19,807	19,789	23,984	49,407	45,431	22,241	56,523	23,906
Africa	5,218	5,137	10,022	5,914	3,919	7,833	14,190	14,190
Other	...	...	...	...	...	...	...	...
United States of America	231,025	407,494	378,336	224,743	368,887	377,012	423,789	748,206
British Colonies	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,258,256	2,011,636	2,070,215	2,469,512	1,944,194	2,845,130	3,232,850	3,812,650

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1905-07. cwt.	1907-09. cwt.	1909-11. cwt.	1910-12. cwt.	1911-13. cwt.	1912-14. cwt.	1913-15. cwt.	1914-16. cwt.
United Kingdom	1,028,214	442,075	539,095	582,152	542,728	104,271	175,871	107,877
France	11,355	16,995	16,257	16,257	16,257	16,257	16,257	16,257
Germany	...	...	...	...	...	...	...	...
Belgium and Luxembourg	1,009	11,312	6,618	1,648	4,745	8,291	10,300	7,979
Sweden	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Switzerland and Prussia	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Africa	...	...	...	...	...	...	...	...
Other	...	...	...	...	...	...	...	...
TOTAL	1,009,200	506,860	590,669	600,810	575,000	131,000	208,217	108,000

OR GINJELLY SEED.

COUNTRIES TO WHICH EXPORTED.	1905-07. cwt.	1907-09. cwt.	1909-11. cwt.	1910-12. cwt.	1911-13. cwt.	1912-14. cwt.	1913-15. cwt.	1914-16. cwt.
United Kingdom	1,178,409	635,455	1,002,260	266,225	588,285	1,215,045	1,702,285	1,702,285
France	14,711	491	...	...	...	...	...	...
Germany	235,187	30,001	124,381	30,001	127,218	127,218	420,500	420,500
Belgium and Luxembourg	1,505	1,001	712	623	431	512	721	721
Sweden	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Switzerland and Prussia	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Africa	...	...	...	...	...	...	...	...
Other	...	...	...	...	...	...	...	...
TOTAL	1,518,222	1,066,597	2,504,511	1,223,278	1,673,292	2,883,289	3,549,289	3,549,289

(15 DUTCH STANDARD AND BELOW).

COUNTRIES TO WHICH EXPORTED.	1905-07. cwt.	1907-09. cwt.	1909-11. cwt.	1910-12. cwt.	1911-13. cwt.	1912-14. cwt.	1913-15. cwt.	1914-16. cwt.
United Kingdom	126,411	107,021	127,871	107,021	127,871	107,021	127,871	107,021
France
Germany
Belgium and Luxembourg
Sweden
Denmark
Switzerland and Prussia
Poland
Russia
Japan
China
India
Africa
Other
TOTAL	126,411	107,021	127,871	107,021	127,871	107,021	127,871	107,021

EXPORTS

SUGAR

	CONSTRAINTS TO WHICH EXPOSED	1896-97 avgs.	1897-98 avgs.	1898-99 avgs.	1899-00 avgs.	1900-1 avgs.	1901-2 avgs.	1902-3 avgs.	1903-4 avgs.
Zaithor and Pemba
United Kingdom	...	38,474	73	1	2	75	47	4	96
Germany
Ceylon	...	23,164	27,451	28,383	22,631	11,731	5,324	6,876	6,963
Arabia {Market Territory and Persia's Oman { (Other Native States)	...	1,298	1,019	1,123	1,231	1,331	2,025	1,146	1,035
Aden and Dependencies	...	2,976	2,943	3,827	2,012	1,383	2,015	1,005	1,016
United States of America
South America
Turkey in Asia {Red Sea (Persian Gulf)	...	1,820	2,002	2,228	2,425	1,301	2,938	2,203	1,616
Maldive	...	512	369	69	362	168	78	148	116
Persia	...	963	1,828	2,243	1,861	2,231	2,678	1,651	1,135
Bahian Islands
East Africa {British German { Portuguese { (Other Ports)	...	1,699	1,966	3,167	2,290	2,805	846	1,003	885
East Africa—Italian	217	241	189	448	214
East Africa—Italian	...	258	...	150	84	139	107	208	185
Somaland
Maine and Somalini	...	99	115	51	112	158	100	87	87
South West Africa—German	225	...	...	...
Algeria
Austria-Hungary
France	1	...	...	...	...	...	...
Australia	...	1	...	...	...	...	...	...	...
Strait Settlements	...	2,304	3	2	66	236	133	83	206
Mauritius and Dependencies	...	23	17	33	17	12	67	5	...
China—Hong-Kong	1	2	...	...	2	4	620
Russia in Europe
Egypt	...	19	8	28	...	...	...	...	...
Natal	...	104	44	48	...	...	...	...	...
Cape Colony
Siam
Malagascor	...	30	16	...	...	...	...	...	...
Other British Possessions	23	41	25	44	101
Other Foreign Countries	30	36	15	14
TOTAL	...	69,063	37,847	41,055	33,588	22,296	17,506	15,607	14,627

48 DUTCH STANDARD AND ABOVE.

EXPORTS

[illegible]

EXPORTS

CONTRACTS TO WHICH EXPORTS	1906-07. gallons.	1907-08. gallons.	1908-09. gallons.	1909-1900. gallons.	1910-11. gallons.	1911-12. gallons.	1912-13. gallons.	1913-14. gallons.	1914-15. gallons.
United Kingdom	229,883	378,258	207,645	870,191	587,000	243,950	428,822	709,311	618,229
British Colonies	132	139	925	3,133	1,407	1,200	16,000	59,043	4,015
Australia Commonwealth	132	139	1,184	5,308	1,407	1,200	16,000	59,043	4,015
France	15,700	15,700	15,700	15,700	15,700	15,700	15,700	15,700	15,700
Austria-Hungary	600,051	2,825	600,051	414	414	414	414	414	414
United States of America	134,771	315,770	82,391	600,196	458,857	258,841	775,448	1,101,360	634,107
Italy	—	—	—	—	—	—	—	—	—
Algeria	—	—	—	—	—	—	—	—	—
Germany	—	—	—	—	—	—	—	—	—
Canada	—	—	—	—	—	—	—	—	—
China	—	—	—	—	—	—	—	—	—
Other Eastern States	—	—	—	—	—	—	—	—	—
Market Tendency and	2,055	4,000	3,131	2,320	3,037	2,651	4,800	3,300	2,047
Analysis	—	—	—	—	—	—	—	—	—
Other Eastern States	—	—	—	—	—	—	—	—	—
Spain	12,000	11,385	20,300	15,400	20,000	14,900	23,000	15,300	1,900
Portugal	1,015	1,493	1,200	3,100	3,700	3,700	3,000	4,000	1,900
Malagasy	—	—	—	—	—	—	—	—	—
Madagascar and Dependencies	—	—	—	—	—	—	—	—	—
Sweden	—	—	—	—	—	—	—	—	—
Denmark	1,377	1,000	1,078	1,400	1,000	2,000	1,211	1,274	1,274
East Africa	1,024	1,010	1,207	1,600	1,200	80	4,210	200	200
Other Parts	720	550	1,000	2,000	2,000	80	4,210	200	200
Turkey	880	1,190	3,300	1,416	207	1,000	2,941	1,740	1,740
Belgium	100,000	100,000	100,000	174,172	88,771	65,000	150,000	200,000	200,000
China	111	2,400	4,001	3,000	6,000	3,701	7,400	4,800	4,800
Other Colonies	—	—	—	—	—	—	—	—	—
China—Hong Kong	—	—	—	—	—	—	—	—	—
China—Tientsin	—	—	—	—	—	—	—	—	—
Japan	—	—	—	—	—	—	—	—	—
Thailand	—	—	—	—	—	—	—	—	—
Malaya and Sumatra	—	—	—	—	—	—	—	—	—
Turkey in Asia	—	—	—	—	—	—	—	—	—
Burma	—	—	—	—	—	—	—	—	—
Norway	—	—	—	—	—	—	—	—	—
Other British Possessions	—	—	—	—	—	—	—	—	—
Other Foreign Countries	—	—	—	—	—	—	—	—	—
TOTAL	1,137,450	1,040,233	1,032,470	5,843,020	1,421,041	802,471	2,654,830	3,770,631	2,621,105

EXPORTS

CONTRACTS TO WHICH EXPORTS	1906-07. Ba.	1907-08. Ba.	1908-09. Ba.	1909-1900. Ba.	1910-11. Ba.	1911-12. Ba.	1912-13. Ba.	1913-14. Ba.	1914-15. Ba.
United Kingdom	321,478	3,005,700	1,261,037	3,000,230	2,783,810	1,002,700	1,273,022	1,108,190	1,172,000
Denmark	—	—	—	—	—	—	—	—	—
France	—	—	—	—	—	—	—	—	—
Belgium	—	—	—	—	—	—	—	—	—
United States of America	—	—	—	—	—	—	—	—	—
China	—	—	—	—	—	—	—	—	—
Other Colonies	—	—	—	—	—	—	—	—	—
TOTAL	321,478	3,005,700	1,261,037	3,000,230	2,783,810	1,002,700	1,273,022	1,108,190	1,172,000

EXPORTS

CONTRACTS TO WHICH EXPORTS	1906-07. gallons.	1907-08. gallons.	1908-09. gallons.	1909-1900. gallons.	1910-11. gallons.	1911-12. gallons.	1912-13. gallons.	1913-14. gallons.	1914-15. gallons.
United Kingdom	618,229	609,002	365,700	500,455	609,228	319,802	317,070	517,292	517,600
British Colonies	4,015	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Australia Commonwealth	13,447	13,447	13,447	13,447	13,447	13,447	13,447	13,447	13,447
France	15,700	15,700	15,700	15,700	15,700	15,700	15,700	15,700	15,700
Austria-Hungary	414	414	414	414	414	414	414	414	414
United States of America	634,107	345,403	261,070	210,001	600,196	475,448	475,448	475,448	475,448
Italy	—	—	—	—	—	—	—	—	—
Algeria	—	—	—	—	—	—	—	—	—
Germany	—	—	—	—	—	—	—	—	—
Canada	—	—	—	—	—	—	—	—	—
China	—	—	—	—	—	—	—	—	—
Other Eastern States	—	—	—	—	—	—	—	—	—
Market Tendency and	2,047	6,491	5,040	2,007	1,000	1,000	2,007	7,300	4,811
Analysis	—	—	—	—	—	—	—	—	—
Other Eastern States	—	—	—	—	—	—	—	—	—
Spain	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900
Portugal	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900
Malagasy	—	—	—	—	—	—	—	—	—
Madagascar and Dependencies	—	—	—	—	—	—	—	—	—
Sweden	—	—	—	—	—	—	—	—	—
Denmark	1,377	1,000	1,078	1,400	1,000	2,000	1,211	1,274	1,274
East Africa	1,024	1,010	1,207	1,600	1,200	80	4,210	200	200
Other Parts	720	550	1,000	2,000	2,000	80	4,210	200	200
Turkey	880	1,190	3,300	1,416	207	1,000	2,941	1,740	1,740
Belgium	100,000	100,000	100,000	174,172	88,771	65,000	150,000	200,000	200,000
China	111	2,400	4,001	3,000	6,000	3,701	7,400	4,800	4,800
Other Colonies	—	—	—	—	—	—	—	—	—
China—Hong Kong	—	—	—	—	—	—	—	—	—
China—Tientsin	—	—	—	—	—	—	—	—	—
Japan	—	—	—	—	—	—	—	—	—
Thailand	—	—	—	—	—	—	—	—	—
Malaya and Sumatra	—	—	—	—	—	—	—	—	—
Turkey in Asia	—	—	—	—	—	—	—	—	—
Burma	—	—	—	—	—	—	—	—	—
Norway	—	—	—	—	—	—	—	—	—
Other British Possessions	—	—	—	—	—	—	—	—	—
Other Foreign Countries	—	—	—	—	—	—	—	—	—
TOTAL	2,621,105	1,908,426	605,772	1,167,335	2,845,400	2,005,228	1,024,000	2,165,100	2,044,904

EXPORTS

CONTRACTS TO WHICH EXPORTS	1906-07. Ba.	1907-08. Ba.	1908-09. Ba.	1909-1900. Ba.	1910-11. Ba.	1911-12. Ba.	1912-13. Ba.	1913-14. Ba.	1914-15. Ba.
United Kingdom	618,229	609,002	365,700	500,455	609,228	319,802	317,070	517,292	517,600
Denmark	—	—	—	—	—	—	—	—	—
France	—	—	—	—	—	—	—	—	—
Belgium	—	—	—	—	—	—	—	—	—
United States of America	—	—	—	—	—	—	—	—	—
China	—	—	—	—	—	—	—	—	—
Other Colonies	—	—	—	—	—	—	—	—	—
TOTAL	618,229	609,002	365,700	500,455	609,228	319,802	317,070	517,292	517,600

EXPORTS.

CASTOR

Countries to which exports.	1896-97. gallons.	1897-98. gallons.	1898-99. gallons.	1899-1900. gallons.	1900-1. gallons.	1901-2. gallons.	1902-3. gallons.	1903-4. gallons.
United Kingdom	565,764	406,783	617,336	277,219	330,288	480,739	603,397	316,698
Australian Commonwealth	495,259	619,867	759,657	456,200	435,712	653,615	453,962	380,136
Straits Settlements	337,659	281,315	244,487	213,729	197,350	256,106	506,478	200,264
Mauritius and Dependencies	92,947	110,115	114,049	107,554	85,012	96,985	110,640	115,404
China (Hong-Kong)	85,190	63,339	57,772	45,081	30,048	33,008	9,402	42,008
Canton Treaty Ports	93,736	84,363	75,611	76,665	59,018	62,443	65,798	64,519
United States of America	4,563	4,475	1,825	912	300	379	986	...
France	...	...	...	...	...	...	...	...
Algeria	...	...	...	...	...	...	...	...
South America	564	1,119	1,416	300	3,139	1,847	856	2,262
British Guiana	...	...	...	...	...	...	...	...
Italy	5,673	4,224	4,272	2,489	2,284	3,106	4,246	3,965
Aden and Dependencies	9,239	2,098	1,916	1,185	1,465	406	456	2,085
Egypt	...	...	...	...	...	...	...	...
Cape of Good Hope	...	...	...	...	...	...	...	...
Natal	130,109	84,288	81,014	86,537	126,804	167,989	344,323	353,501
West Indies—British	1,916	1,269	6,717	309	1,281	8,064	707	303
Madagascar	3,974	2,190	2,281	14,006	...	...	...	6,538
Other Islands in the Pacific	21,031	5,996	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Germany	...	7,891	6,536	...	2,605	1,080	...	...
Japan	100	37	4,309	...	343	...	...	...
Cochin-China, Siam	6,878	6,436	1,452	1,278	1,190	2,261	4,449	3,345
Portuguese	...	...	...	...	...	...	...	...
East Africa	2,591	4,108	31,448	32,999	39,310	37,472	7,691	8,242
British	4,097	1,973	1,762	...	...	...	...	...
Other Ports	...	...	...	...	...	...	...	...
Malta	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Cape Colony	142,783	207,640	115,551	130,077	124,192	243,946	137,026	285,628
Siam	405	139	...	274	...	1,857	1,975	546
Belgium	...	...	...	...	...	...	...	...
Arabia	154	8	4	...	...	1,860	...	1,840
Philippines	...	...	...	...	...	...	...	...
Semarang	94	...	36	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...
Turkey in Asia	...	369	24	...	...	...	...	...
Peruvian Gulf (Red Sea)	...	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...	...
Mekran and Somaliland	70	145	...	79,840	93,320	114,680	147,000	111,042
New Zealand	...	...	...	294	383	452	940	768
Other Foreign Countries	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Zanzibar and Pemba	...	...	...	...	...	...	...	...
Fiji Islands	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	...	...	...	...
TOTAL	1,997,545	1,933,500	2,140,902	1,627,820	1,635,692	2,019,720	2,073,573	1,916,300

OIL.

EXPORTS.

	1904-5. gallons.	1905-6. gallons.	1906-7. gallons.	1907-8. gallons.	1908-9. gallons.	1909-10. gallons.	1910-11. gallons.	1911-12. gallons.	1912-13. gallons.	1913-14. gallons.	1914-15. gallons.	1915-16. gallons.
United Kingdom	259,975	191,634	129,102	233,583	131,308	122,934	144,056	149,094	115,688	87,256	53,560	698,280
Australian Commonwealth	429,520	359,677	363,723	430,445	392,841	311,093	445,843	571,753	298,373	360,252	301,780	131,877
Straits Settlements	242,672	301,103	185,010	192,387	176,824	131,772	140,722	167,317	119,181	141,412	168,120	91,740
Mauritius and Dependencies	92,682	105,867	96,602	92,415	82,414	83,756	95,489	109,223	89,209	92,505	104,654	118,696
China (Hong-Kong)	162,694	68,392	38,757	18,268	13,623	467	2,869	1,807	2,835	1,919	1,686	2,382
Canton Treaty Ports	72,611	51,564	65,818	75,532	69,980	74,617	66,484	76,628	68,699	73,730	61,621	66,873
United States of America	189	1,200	...	911	...	...	...	...	...	...	...	1,822
France	...	...	...	...	...	...	...	...	...	...	...	...
Algeria	...	...	...	...	...	...	...	...	...	...	...	...
South America	225	675	1,487	499	802	945	319	...	...	...	2,204	...
British Guiana	...	...	...	...	...	...	...	...	...	...	...	...
Italy	2,265	8,871	3,670	1,327	3,149	1,839	1,212	1,102	507	1,364	1,085	1,074
Aden and Dependencies	41	952	40	512	496	456	...	...	...	...	...	...
Egypt	212,209	255,628	231	216,137	73,690	74,699	80,663	98,841	65,005	47,025	51,554	62,626
Cape of Good Hope	91	9,061	308	5,041	589	425	...	636	424	2,049	1,681	5,777
Natal	...	2,475	1,650	...	...	...	...	969	2,687	...	...	2,255
West Indies—British	...	...	...	...	...	...	...	1,776	...	...	...	...
Madagascar	...	...	...	...	...	...	...	...	...	...	...	...
Other Islands in the Pacific	...	...	...	...	...	...	...	...	...	...	...	...
Austria-Hungary	4,106	7,824	1,329	1,849	5,548	787	865	655	236	2,427	9,229	...
Russia	6,185	...	...	...	...	...	...	...	...	...	...	...
Germany	1,529	2,004	12,650	3,786	23,646	22,402	21,832	13,858	8,262	18,162	13,819	...
Japan	7,411	1,946	2,336	765	66	928	1,164	3,001	1,085	1,209	2,318	...
Cochin-China, Siam	...	...	...	...	...	...	...	...	...	...	...	...
Portuguese	...	...	...	...	...	...	...	...	...	...	...	...
East Africa	110,344	92,070	172,892	81,495	5,019	8,765	14,891	14,148	25,246	6,811	16,273	13,572
British	1,019	4,778	6,082	4,387	...	...	...	...	...	...	...	...
Other Ports	...	4,614	...	...	...	...	...	...	...	...	...	...
Malta	...	...	...	...	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...	...	...	...
Arabia	...	300	2,300	1,512	480	1,018	383	1,531	350	60	615	...
Philippines	...	...	...	...	...	...	...	...	...	...	...	...
Semarang	...	...	...	...	...	...	...	...	...	3,492	3,141	...
Other Countries	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...	...	...	...	...
Peruvian Gulf (Red Sea)	...	...	...	...	...	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...	...	...	...	...	...
Mekran and Somaliland	...	...	...	...	...	...	...	...	...	...	...	...
New Zealand	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...	...	...
Zanzibar and Pemba	...	...	...	...	...	...	...	...	...	...	...	...
Fiji Islands	...	...	...	...	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,652,100	1,432,108	1,214,367	1,508,545	1,099,967	1,003,017	1,203,007	1,494,403	954,495	1,007,001	898,292	1,451,655

EXPORTS

IN

[illegible]

EXPORTS

HYDES

	COUNTRIES TO WHICH EXPORTED.	1896-97, cents.	1907-08, cents.	1898-99, cents.	1899-1900, cents.	1900-1, cents.	1901-2, cents.	1902-3, cents.	1903-4, cents.
New Zealand
Norway	434	.....	.....	.....	.....
United Kingdom	80,638	80,628	55,147	104,765	254,297	33,000	37,000	37,000
Republic of America
France	20,365	48,696	21,143	128,919	107,488	67,488	66,000	66,000
Portugal
British Settlements
Peru
Spain
Turkey in Europe
Other European countries
China
Japan
Other Asiatic countries
Australia
Poland
Roumania
Austria-Hungary
Bulgaria
Serbia
Italy
Sweden
Denmark
British Guiana
British Honduras
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France
Germany
Other Foreign Countries
China
Japan
Other Asiatic countries
Spain
Portugal
France				

IGO.

EXPORTS

[illegible]

RAW.

EXPORTS

[illegible]

EXPORTS.

SALT

COUNTRIES TO WHICH EXPORTED.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-00. cwt.	1900-1. cwt.	1901-2. cwt.	1902-3. cwt.	1903-4. cwt.
United Kingdom ...	246,338	170,597	115,819	103,621	100,869	93,248	120,000	113,929
China { Hong Kong ...	70,287	71,003	92,878	91,537	104,144	113,144	102,306	75,994
{ Treaty Ports ...	120	4,147	4,245	2,723	600	1,633	600	4,800
U. S. { Atlantic Coast ...	157,663	107,081	80,723	103,207	75,402	71,046	113,171	132,773
{ Pacific Coast ...	...	...	...	...	...	...	...	...
Canada ...	...	1,607	...	...	...	...	...	...
Java ...	...	...	...	9	13	...	95	40
Strait Settlements ...	7,051	6,736	16,573	12,855	8,802	5,884	9,100	8,818
Ceylon ...	2,468	4,102	6,396	11,391	8,133	6,814	8,519	8,038
France ...	13,894	15,303	11,700	30,001	18,778	20,121	31,270	36,401
Germany ...	23,063	8,259	...	...	...	...	...	...
Mauritius and Dependencies ...	20,333	20,992	23,610	24,685	27,117	20,641	17,374	19,482
Rangoon ...	...	540	600	...	...	...	...	...
Australian Commonwealth ...	841	1,670	1,488	2,634	376	1,302	2,635	808
Belgium ...	...	...	...	...	...	...	...	...
West Indies (British) ...	...	...	...	...	...	...	...	...
West Indies (French) ...	...	...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...	...	...
Italy ...	200	2,045	650	...	...	500	1,637	2,550
Cape of Good Hope ...	...	...	...	...	...	...	...	...
Arabia { Muscat Territory and ...	611	743	170	171	380	506	412	457
{ Trucial Oman ...	...	...	...	...	...	...	...	...
{ Other Native States ...	...	...	...	...	...	...	...	...
Natal ...	2	...	41	10	...	...	190	1
Japan ...	4,935	3,038	10,337	5,118	1,238	9,176	2,451	1,896
Cape Colony ...	178	146	201	155	181	202	137	62
East Africa—Italian ...	24	16	22	...	...	...	...	...
New Zealand ...	...	...	...	...	...	...	...	...
Fiji Islands ...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...
Mekran and Somiani ...	11	26	...	...	...	...	...	...
Perak ...	431	177	42	80	183	...	...	...
Turkey in Asia ...	...	5	5	...	...	...	...	...
Siam ...	...	...	...	...	...	...	...	26
Malacca ...	2	1	...	...	...	...	...	...
Other British Possessions ...	...	...	...	78	18	4	41	27
Other Countries ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	38	...	...	4
TOTAL ...	628,402	417,786	365,336	397,380	346,388	354,401	410,022	392,114

PETRE.

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1904-5. cwt.	1905-6. cwt.	1906-7. cwt.	1907-8. cwt.	1908-9. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.
United Kingdom ...	85,495	69,748	98,803	80,046	86,436	76,144	62,004	46,000	47,217	49,280	182,240	333,605
China { Hong Kong ...	85,563	99,905	78,490	61,186	83,005	80,306	83,827	85,045	86,109	80,678	30,807	17,662
{ Treaty Ports ...	2,734	1,876	1,488	1,428	823	2,092	1,880	1,542	90	...	...	...
U. S. { Atlantic Coast ...	102,000	104,000	105,034	133,325	138,885	108,217	88,971	89,031	56,034	57,800	15,063	9,984
{ Pacific Coast ...	...	...	...	...	...	...	...	...	...	...	...	...
Canada ...	...	...	...	...	...	...	...	...	...	...	...	...
Java ...	140	340	...	206	558	2,154	369	242	121	664	341	...
Strait Settlements ...	9,300	10,041	12,212	9,913	9,007	9,505	8,548	10,709	10,947	9,919	4,081	5,031
Ceylon ...	11,200	9,237	8,241	13,340	12,824	19,600	22,847	29,261	44,400	44,486	48,189	32,448
France ...	32,002	10,934	17,570	10,775	27,610	18,389	2,016	1,493	1,023	1,000	...	...
Germany ...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies ...	19,509	25,842	26,174	26,683	31,299	40,615	50,000	37,468	45,222	28,740	27,109	4,495
Rangoon ...	...	...	...	...	...	...	...	...	...	...	...	...
Australian Commonwealth ...	948	595	1,144	514	340	860	608	500	434	738	1,840	2,672
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...
West Indies (British) ...	...	1,644	1,870	1,796	4,055	800	615	485	1,490	12,432	...	...
West Indies (French) ...	...	...	...	...	...	...	...	...	...	5,000	...	...
Holland ...	...	...	...	...	...	...	...	...	...	...	...	...
Italy ...	1,825	...	940	1,325	1,405	500	560	...	...	200	489	...
Cape of Good Hope ...	...	...	...	...	...	...	...	...	...	...	...	...
Arabia { Muscat Territory and ...	276	265	371	310	60	133	131	224	281	231	76	...
{ Trucial Oman ...	...	...	...	...	...	...	...	...	...	...	...	...
{ Other Native States ...	...	...	...	...	...	...	...	...	...	...	...	...
Natal ...	...	422	...	800	400	402	821	...	30	3,989	...	...
Japan ...	...	450	400	376	820	170	300	...	...	...	4,316	7,682
Cape Colony ...	121	96	100	55	96	165	113	81	238	287	66	...
East Africa—Italian ...	...	...	...	...	...	...	...	...	...	...	...	...
New Zealand ...	...	...	...	...	...	...	...	...	...	...	...	...
Fiji Islands ...	...	...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...	...	...	...	...
Mekran and Somiani ...	...	...	...	...	...	...	...	...	...	...	...	...
Perak ...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...	...	...	...	...	...
Siam ...	286	286	434	474	736	850	2,083	2,079	2,431	2,744	334	...
Malacca ...	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...	...	...	...	...
Other Countries ...	29	3	15	10	18	10	6	20	82	14	21	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	140,378	336,425	353,378	363,054	400,971	358,232	327,667	274,665	266,770	288,070	327,982	414,047

