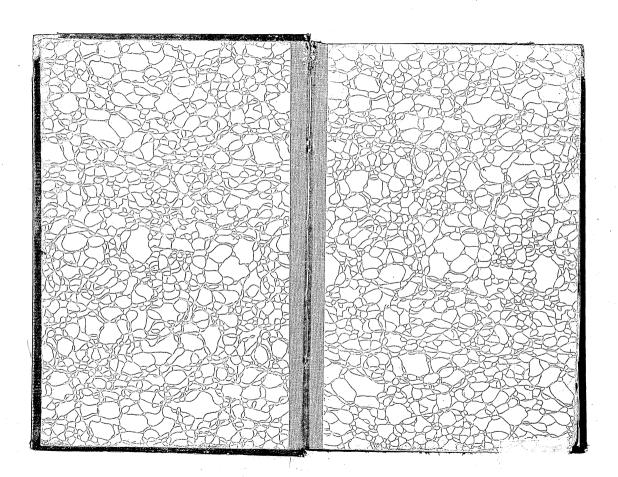
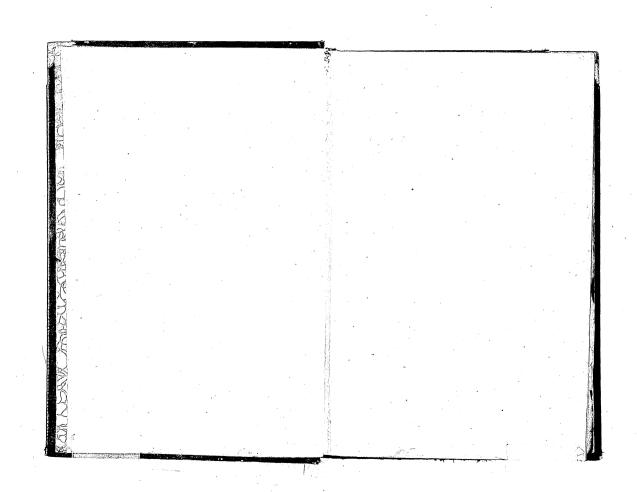
REPORT THE COMMITTEE OF THE BENGAL CHAMBER OF COMMERCE. FOR THE YEAR 1924. APPENDICES





# REPORT

# THE COMMITTEE

OF THE

# BENGAL CHAMBER OF COMMERCE FOR THE YEAR 1924.

APPENDICES.

15%

### Calcutta:
PRINTED AT THE CRITERION PRINTING WORKS.
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1925.

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PORT TRUST.

## CALCUTTA PORT TRUST.

PORT BOUNDARIES.

NOTIFICATION No. 18-MARINE.

The 22nd January 1921.

In exercise of the powers conferred by sections 4 and 5 of the Indian Ports Act, 1908 (XV of 1908) as amended by Act VI of 1916, the Governor in Council is pleased to alter the limits of the Port of Calcutta and in supersession of notification No. 54-Marino, dated the 2nd March 1897 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:—

#### PORT OF CALCUTTA.

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

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

The limits of the Port include to the east and  $% \left( \mathbf{r}\right) =\mathbf{r}$  we describe the river Hooghly...

- (a) so much of the river Hooghly and the shores thereof as are within 50 yards of high water mark at spring tides;
- (b) all lands comprised in the area occupied by the Kidderpore Docks and the adjoining works constructed for the purposes of such docks;
- (c) 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 depôt at Budge-Budge including all lands, sheds, railway sidings and other works appertaining to it.

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

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

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

The limits of the said river and channels includes 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.

In exercise of the power conferred by Section 7 of the said Act and in suppression of all previous orders on the subject, the Governor in Council is also pleased to appoint the Commissioners for the Port of Calentate as Comerciators of the Port of Calentate and of the navigable river and channels leading to the port within the said limits.

C. B. BAYLEY,

Deputy Secretary to the Govt. of Bengal

#### PORT FEES.

Under the provisions of Section 96 of Act V (B. C.) of 1870 all the port-duces 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-ducs and Pilotage fees, be received by the said Commissioners with effect from the 1st November 189.

#### 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 rales for the port of Calentta 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

  Definition of to mean "The Commissioners of the Port of Cal"Commissioners." entta," as constituted by Act III (B. C.) of 1890.
- 2. In these rules the words "Howrah Bridge" shall be understood

  Definition of to mean the Bridge constructed and maintained under
  "Howrah Bridge" the provisions of Act IX (B. C.) 1871.
- 3. In these rules the word "day-break" shall be held to mean half-break ani-hour before sunrise, and the word "dark" to mean break ani-dark." half-ani-hour after sunset.
- 4. (1) No vessel of the burthen of 200 tons or upwards coming vessels not to into the port shall proceed above the house of the move at night. Superintendent of the Government Botanieal Gardens (hereinafter called Garden House) or move from one place to another within the port above Garden House, between dark and daybreak, without the special permission of the Commissioners: provided that a vessel which has arrived above Garden House before dark, may at once proceed to a safe anchorage at any part of the port between Tolly's Nda and Prinsey's Glut.
- \* Provided also that inland vessels, of whatever burthen, already within the port shall subject to the loys-laws framed by the Commissioners in that behalf under sections 6 & 13 of the Howard Bridgo Act, IX (B. C.) of 1871, and under Government of Bengal Notification No. 86-Marine of 4th August 1906, be allowed, without the special permission of the Commissioners to variety without the special permission of the Government of solves of such openings of the Howard Bridge as are made between dark and day-break.
- (2) Vessels of the burthen of under 200 tons may move from one place to another within the port between dark and daybreak:—

#### Provided that-

- (a) they carry lights as described in Notification No. 116-Muc. of 19th November 1910; and
- (b) they do not move between Panchpara and Takta Chat on the flood tide, unless in tow of a steamer or steam-launch duly exempted under sub-rule (1).

\* No. 32-Mne., 23-4-1907.

- 5. Steam-tugs having no vessel in tow shall be permitted to enter Exception in favour the port after dark at their own risk, but they shall Steam-tugs, not proceed above Champhall Glata. 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, Vessel not be to vessel of the burthen of 200 tons or upwards shall steam, as all or be towed up on the flood or down on the down on the other of the special permission of the Commissioners; and in cases where such 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 cbb 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-tag 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 Vessels dropping Garden House with their anchors on the ground. Vessels using their own steam-power, when dropping with the tick all in no case proceed at a greater speed than is absolutely accessary in order to keep them under command.
- 9. All vessels anchored or moored in the stream within the port Vasada makered shall exhibit, between dark and day-break, where it or under weight in the port to show lights teatween dark in a close the second in the port to show light teatween dark in a globular hand all of the vessel, a white light and day-break. So constructed as to show the light visible all round the horizon, and a clear, uniform, and unbroken light visible all round the horizon, and a clear, uniform, and unbroken light visible all round the horizon, and a clear, uniform, and unbroken light visible all round the horizon, and a clear, uniform, and unbroken light because the lights prescribed by the Board of Tradé's Regulations, with the scapping of cargo boats, blurus, budgerows, up-country, and passengens' row boats, at the time of leconsing.

- 10. A free channel of not less than 200 yards in width shall be compared to the channel of kept for vessels moving up or down the river in the 200 yards to be kept, port, and also free passages to piers, jettics, landing-places, wharves, quays, docks and moorings; and all vessels shall move when ordered to clear such channel or nasaare.
- \*10A. No person shall anchor, fasten or moor any vessel in any portion of the port of Calcutta or ... I approaches in which such anchoring, fastening or mooring has been prohibited by the Commissioners or in any manner other than that prescribed by the Commissioners.
- 11. The river between the lower buoy of the College Sand and Turning space to Meticabrooj Ghat shall be kept clear for turning inbe kept clear. ward or outward bound vessels, and no vessels shall anchor within these limits. Between the College Sand and Tolly's Nala vessels eanout anchor without infringing the preceding rule. All vessels intending to anchor in Garden Reach shall be moored below Mettenbrooj 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.
- † 11A. The river between the north end of the Cooly Lines of the Fort Gloster Jute Mills on the north and the boundary pillar on the south, shall be kept clear for turning inward or outward-bound vessels and no inland vessels shall auchor or lie at swinging movenings within these limits.
- 12. Vessels entering the port at neap tides during the freshets are permitted to proceed above Garden House at slack-water at a speed not exceeding four miles an hour over the ground.
- 13. River steamers and tag steamers having no vessels in tow fiver assumes are permitted to move up on the flood or down on a steamer and tag steamers are permitted to move up on the flood or down on the comment. The comment of the comment of the comment, is no case shall the port above Garden House exceed four miles an
- 14. No steam vessel shall proceed at a greater rate of speed Speed of steamers than four miles an hour through the water when indice meetings. 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 Aheretollah on the north.

With reference to Port Bule No. 6, the following instruction for the guidance of Assistant Harbour Masters is published for general information:—
"Assistant Harbour Masters are fordedden, without a special coder from the Harbour Masters for Golden, and the Harbour Masters for Golden and the Code of the

<sup>\*</sup> No. 89-Mne. of 11-9-22.

<sup>†</sup> No. 100-Mnc. of 8-10-20.

- 15. Special permission may be given by the Commissioners to Ferry steamers ferry steamers to move in the port, otherwise than may be exempted. is prescribed in these rules, due limitation being laid down as to place and hours of plying and speed in each case.
- 16. Inland steamers and flats lying above the Howrah Bridge Inland vessels mov. shall not haul out of moorings during the freshets ed above Bridge. on the last quarter of the ebb.
- 17. All vessels within the port shall take up such berths as may Vessels to be berthbe appointed for them by the Commissioners or the ed and moved at the discretion of the Harbour Master, and shall move from one berth to another when ordered to do so; but this rule shall Commissioners. not apply to vessels when moving within the port between Budge-Budge and Garden House in charge of a Pilot.

Moorings not to be used without 18. No vessels shall make fast to or use any of Commissioners' perthe moorings, whether fixed or swinging without the permission of the Carmissioners. 19. All applications to be hauled into or cast off from the moor-

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

ings, 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

Vessels not to move without Hurbour Master's permission.

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 Towing of vessels vessel is to be moved, shall, in the opinion of by steam tugs. 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 Vessels at swingtheir bower chain, have the end of a good hawser ing moorings; how to be fastened. also fast to the ring of the moorings.

- Vessels in the stream to keep a clear hawse. a clear hawse. 22. All vessels moured in the stream shall keep
- 23. Vessels lying in the stream, or at the moorings, shall at all Vessels to have an times have at least one anchor at the bow, with a vesses to nave an anchor at the bow. cable bent and ranged ready to let go. In cases where the vessels have no spare haves pipe, the towing hawser 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 Lying at single a Pilot or Assistant Harbour Master is on anchor prohibited. board,

25. All vessels placed in the moorings on the ebb tide shall Stern fastenings during spring tides, when bores are expected, have . in time of bores. 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 tant with sufficient strain to relieve the jerk on the chains and bits when the bores come un.

26. Steam vessels occupying proorings shall not turn their screws Steamers eccupying or paddles without giving sufficient warning of their moorings not to move intention to do so to boats in the vicinity; they screws or paddles except under limits, shall not put full power on when trying their tion. 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 Vessels to remove projections from 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 Vessels arriving in driver booms, and shall keep them so rigged in unthe port to rig in the til the Pilot takes charge of the vessel for the purjiband driverbooms. pose 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 Rules for regular. from 1st day of October to the 15th day of ing striking of yards and masts, royal and top-gallant yards on deck, and mast rones rove in readiness to send the top-gallant masts down at short notice, if required. Vessels about to leave the port may send their top-gallant vards 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 Additional precaution to be taken on approach of bad weather, 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, Koilaghat, another similar signal from the flagstaff on the clock tower at the entrance to the Kidderpore Docks, and another on the flagstaff on the Assistant Harbour Master's house at Budge-Budge. During the night, under similar circumstances two red lights with a white light between. them, all in a vertical line, will be exhibited from the same flagstaffs. When these signals are displayed, masters of vessels shall immediately

<sup>\*</sup> No. 124-Mne. of 16-9-1895.

<sup>\*</sup> No. 71-Mnc, of 19-6-1916.

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

32. Vessels referred to in Rule 31 shall discharge their cargo Discharge of coal 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.

433. With the exceptions bereinafter noted, no vessel of or exceed-Speed limited when ing 200 tons burthen shall, without the special sanction of the Commissioners, move up or down the passing throngh bridge opening. port, through the ship opening or any other 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 ship opening with more than two vessels in tow.

Exceptions.-Tug and river steamers, when not towing or propeling other vessels, may drop through the ship opening, under steam

River flats may be dropped or warped through the ship opening or through the 60-feet openings when the speed of the current at the opening does not exceed one knot.

34. No steam vessel shall attempt to pass any Vessels not to pass 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

†35. When proceeding through any bridge Not more than two opening with the tide, no steam vessel shall cargo boats to be towed through the have more than one cargo boat abreast or more opening. than two cargo boats astern.

†35a. When proceeding through any bridge opening against the tide, no steam vessel shall have more than one cargo boat abreast and the cargo boats in tow astern shall not be more than two

> No. 72-Mnc. of 30-6-1911. No. 92-Muo. of 28-7-1919

36. No inland steam vessel, the beam of which exceeds 30 feet or Inland steam yesselv of over 30 feet beam not to proceed through 60 feet openings of bridge except

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.

Vessels going through bridge to 37. No steam vessel shall pass through the bridge opening without first sounding its whistle. sound 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 Signal of departure at the force at 6 A.M. on the day previous to that on which they bear 4.1 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 Smoking and use of naked lights pro-hibited below the upper deck. 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 regu-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 Vessels to be probe provided with three buckets for every hundred vided with fire bucktons 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 Measures to be charge of all vessels in neighbouring moorings or taken by vessels on anchorage shall furl their awnings, get their force the occurrence of a 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.

Pur the better security of vessels against dunage or loss by fire, a steam floating fire-oughes has been provided and is always kept under steam, rought to proceed at once to any time the security of the properties. The fire-oughes station is at Fortherio, the station is at some and the security of the security of the security of the properties of the security of

- 43. All vessels in port shall adopt sufficient precautions and
  Careless-discharge guards to prevent injury to persons or goods
  rombibited.

  of the vessel,
- 44. When Targo is being leaded into, or unleaded from, a Hatch covers and cross piezes be help on the hatchways, whether on the constraint of the constraint
- 45. Masters of vessels requiring work to be performed in bilges, Pre-antions to be boilers, and double bottoms, shall take precautions, taken when working to ensure that working in such places is free from in bilges, &c. all danger before the men are sent into them.
- 46. No hosts are to go abugeded of any vessed for the purpose of Donagon against embarking or dissumbarking passengers until the vessel is reported to be mored and the engines barking passengers.

  well 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 form of the properties of the day of deather, we seek shall, on and from the 1st seamen sharing correct only of April to the 31st day of October, inclusive, because probabilities.

Section or approximation of cleaning or painting between the hours of 9 AM, and 4 PM, necessitating the direct exposure of such section or approximation to the properties of the rays of the sum.

\* 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 hatchways. 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 the maintained, without having the manufacture is mentioned, be afford within the port without having on board thereof a crew in port in port.
- , 49. Whenever it shall appear to the Commissioners that any vessel mount of promptor from many without danger to other vessels, be affond without such cream is set fort in the first schedule hereto honerly particular vessels.

  The Commissioners is they shall think fit, by grant under vessels.

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 48 shall not apply to such vessel.

- 50. It shall be lawful for the Commissioners by any writing under Done; to revote their hand, in the Form B in the second schooling exemption, hereto, to revoke such licenses; and from and after the publication of such revocation, by posting a copy thereof upon some conspicuous part of such vessel, the previsions of Rule 48 shall amply to such vessel as if no such license had been ornative.
- 51. Whenever it shall appear to the Commissioners that any truek river, or dock is so stituted that vessels with respect to make any crew therein may remain adout in such patterns of pert.

  The pattern of pert is a 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 reveation shall be published in the Octantic triested, and that no such order, amendment and reveation shall have any force or effect until it shall have been so multished.
- 52. During such time as any such order shall remain in force, among continuation of the provisions of Rule 48 shall not apply to any vessel lying or being within the limits of any such that the continuation of the continuation
- 53. On the occurrence of a case of cholera, smull-pox or other observed a sick. Inargeously communicable discuss on board any vased lying in the port, the master shall, as curly 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 comprehence of a case of cholera, small-pox, or other dangerously communicable disease on baard any engas-bast or flat the Master or person for the time being in charge of such boat or flat shall not move her from the piace where she was at the time the disease appeared but shall with the assistance of the police, segregate the boat or flat as the case may be as early as possible, and detain her until she is disinfected and her erwe 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 distinfection of the vessel, and the disposal of polluted clothing, bedding &c. as that officer may consider it necessary to give.
  \* P. W. D. Notification of Lib Jaly, 1899.

<sup>\* 13-</sup>Mue. of 1-2-1898.

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 nuarlice, sorang 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 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 bont or flat bechanged, 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 freeboard 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

(c) 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 (Vide No. 25-Mnc, of 15-2-1915)

Rules for ascertaining tonnage of boats and flats.

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

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 powenes;

by '0064 for open country boats, such as pansways, bhurs dinghees and bhowleahs;

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 formula shall be used in measuring boats and flats of class I, up to a burden of 50 tons, but the measurement of boats or flats of that class exceeding 50 tons shall be made under the Merchant Shipping Act, provided that the Boat Surveyor of the Commissioners nay 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 formula are inaccurated or oppressive.

Having ascertained the tennage of a beat or flat by the foregoing formula, the Boat Surveyor of the Commissioners shall, by a conspicuous mark on the side of the boat or flat, indicate for every beat or flat exceeding 10 tens the free-band or greatest depth to which she may be immersed when loading.

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" 11'-0" 11'-6" 12'-0" 12'-6" 13'-0" 13'-6" 14'-0".

Freeboard in inches for decked boats or flats of iron and steel  $81_s^{u}$   $10\frac{u}{s}^{u}$   $10\frac{u}{s}^{u}$   $11\frac{1}{s}^{u}$   $12\frac{u}{s}^{u}$   $13\frac{1}{s}^{u}$   $14\frac{1}{s}^{u}$   $15\frac{1}{s}^{u}$   $16\frac{u}{s}^{u}$   $17\frac{1}{s}^{u}$   $18\frac{1}{s}^{u}$   $19\frac{1}{s}^{u}$   $21\frac{1}{s}^{u}$   $22\frac{1}{s}^{u}$   $23\frac{1}{s}^{u}$   $25\frac{1}{s}$   $26\frac{1}{s}^{u}$   $27\frac{1}{s}^{u}$ 

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  $10~{\rm fect}$ .

Number of crew to be carried by cargo boats and flats.
 Class I.—Square-built open or decket cargo boats.

Boats not more than 15 tons; 4 men, including manihee. Above 15 and not above 20 5

CLASS II. - Dinghee-built bhurs and open country boats,

For boats not exceeding 20 tons; 4 men, including manihee,

\*60a. (1) No Cargo boat shall be employed for the conveyance of Carbide of Calcium within the limits of the part of Calcium unless covered by a special liceuse issued by the Port Commissioners.

(2) Such license shall only be issued to cargo boats classified in Class I of Rule 60 which have no copper or brass in their construction are provided with a tarpaulin which in the opinion of the Port. Commissioners' Boat Surveyor will completely cover the hold and protect its contents from missian;

(3) It shall be certified in the license that the conditions in sub-rules (1) and (2) have been fulfilled. Every license shall be renewed at intervals of not more than six calendar months.

\*(Fide No. 101-M of 8-7 1921.)

- 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 manifice, scrang 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 theoroughly clean and shall always bear the numbers branded and panted on it under the provisions of the previous rule, and be provided with a nump, lights, ground tackle, and fittings in working order as specified in the license.
- 63. The license granted for any engos beat or flat may be revoked whenever such boat or flat is, in the opinion of the Commissioners, unfitted for the conveyance of engo 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 manphee, serange or officer in charge of the beats 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 more 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, jettles or landing-stages, and no cargo beat or flat shall be moored, or land or ship goods at any bathing glut.

66. Cargo boats or flats, when under weigh within the port shall be under ears 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 swapping 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 caboose or fireplace, to be kept on deck, or in such other part of the boat or flat as the Boat Surveyor of the Commissioners may direct, and no fire shall be permitted in any other part of the boat or flat.

70. The Commissioners may, if they think fit at anytime, order any licensed earge heat of flit to be re-surveyed without any charge to the owners, and they may also revoke at any time any licenses granted to any owner or manifect, serang or officer, and it shall be competent to the Commissioners to refuse any application for the issue of a

- 71. Whenever any accident shall occur to a licensed cargo heat or flat, the maniflee, serung 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 is 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 manihee, serung or officer shall be provided with a metal license ticket upon which shall be legibly painted the number of his license; and every such manihee, serung or officer when in charge of a licensed cargo boat or flat, shall war his ticket exposed to view. No manihee, serung or officer without such ticket shall be in charge of any licensed cargo boat or flat.
- 75. Whenever the number of any maniface, scrang or officer's license ticket shall become obliterated or defaced, so that the same shall not be distinctly legible, and also when any manifer officer's license ticket shall have been lost or mishaid, the maniface, scrang or officer's shall apply to the Commissioners for a renewal thereof, and the Commissioners shall, upon the payment of the fee mentioned in the scale of charges framed under section 106 of Act III of 1890, deliver to the maniface, scrang or officer a new licenses 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 manihee, 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 eargo 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.
- 70. The manihee of every licensed cargo boat piving for hire within the port shall, when waiting for hire at the wharves, have a 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 beat or flat shall be made in writing to the Commissioners and shall centain particulars of the owners' name and residence, or in the event of the owner of 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 transferrble; 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 Post.
- 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 sendes: and
  - (d) the lights to be exhibited between dark and day-break.

Crew required for navigation.

Boat to carry not more than 10 passengers; 3 men, including manihee

		3.5					
33	**	15	**	4	**	**	,,
"	33	20	,,	5	311	,,,	,,
,,	,,	25	**	6	,,	"	,,
,,	,,,	30	,,	7	,,	,,	
		95			"	,,	37

Flats and passenger boats in tow, half the above number.

Orew required to remain on board at night or when bying at anchor at other times.

Bout licensed	to carr	ry 10	passengers		 1 man
,,	**	15-20	,,		 2 men
	**	25			 3 "
, ,	27	30-35	29	•••	 4 "

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

 $\Lambda$  passenger license entitles a vessel to carry cargo without a cargo license having been taken out.

S5. 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 manihee, serang or officer in clurge 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 to me time, and shall not permit such boat or flat to the time, and shall not permit such boat or flat to may be used to the carried to the control of the total or flat to 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 crow carried in any vessel, two children below the age of 12 years shall be counted as one person; and every two manufes weight of luggage shall be counted as equivalent to one person.

88. The license granted for any passenger beat or flat may be revoked by the Commissioners, whenever such vessel is, in the opinion of the Commissioners, intelled for the conveyance of passengers, or when any broad-of the conditions of the license or the Port Rules has been committed by the owner or his agent, or the preson in charge.

89. No passenger boat or flat shall obstruct the free navigation of the port or the approaches to wharves, jettics 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 awares; 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 Pot 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 at 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 telecket, upon which shall be legibly painted the number of his license; and every such person, which in charge of a licensed vessel, shall wear his ticket expanse 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 of defaced so that it is not distinctly legible, and also when any license-ticket is lost or missiad, 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 frauned under section 106 of Bengal Act III of 1890, supply a new license-ticket.

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

98. No manifice, scrang 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.
4	4	
6	4	1
11.	í	
19		
: 11 J	7.1	4
	12	
	4	4 4 6 4 1½ 1 1 7½

#### FORM A.

Port of Calcutta.

, Vice-Chairman of the 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.

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

#### FORM C.

Port of Calcutta.

I Vice-Chairman of the Commissioners, do hereby order that vessels lying in the following portion of the said port there 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 CALGUTTA.

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,

\*No. 25-Marine of 15th February 1916.

2. The Master or Medical Officer, if any, of any incoming vessel Master's declara. shall without delay make a signed declaration in Form A to the Pilot as to the absence or presence Vide Appendix B. 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 the

\*3. The Pilot of every vessel including a Pilgrim or Emigrant Detention of vessel, which has been declared by the Master or Vessels at Raja. Medical Officer to be infected with plague or rat Vessels at Raja. Garden plague, or on which more than two cases of or Reach.)

Garden plague, or on which more than two cases of or typhus, have occurred, shall also telegraph the information direct to the Port Health Officer. The pilot shall bring such infected vessel up to Rajabagan (Garden Reach) and anchor her there for medica inspection and grant of pratique. The vessel shall not proceed further up the river without the permission of the Port Health Officer. The vessel, with her crew and passengers shall be dealt with accord ing to the regulations on the subjects issued under Marine Department Notification No. 16 of the 6th March 1917, as amended from time to time.

- 4. If the number of cases of, or deaths from small-pox or cholera Cholemand small. on board has exceeded two, the vessel must be detained at Diamond Harbour; otherwise the Pilot may take her up to Metteabrooj moorings.
- 5. Vessels with chicken-pox, measles, or scarlet fever on board Chicken pox, may be allowed to proceed to Metteabrooj under the measles, scarlet provisions of rule 7 for suspected vessels and shall there be granted pratique.
- (a) But if the number of cases of these diseases exceeds ten the Port Health Officer at Calcutta shall be informed, and the vessel shall be detained at Diamond Harbour under the procedure indicated in rule 3 and shall be dealt with as the circumstances demand.
- 6. The Pilot of a vessel which has, within a period of two months immediately preceding its arrival started Yellow fever. from, or touched en route at a port infected with yellow fever, or communicated (except orally without contact, or by signal) with a vessel, either infected or which has left an infected port within that period, shall anchor the vessel in Kalpi Anchorage, or if the weather is unfavourable at Diamond Harbour Anchorage, not less than half a mile from land at low water, for inspection and grant

of pratique and shall not proceed up in the vessel without the permission of the Health Officer. The vessel, passengers and crew and their personal effects will be dealt with according to the rules issued under Marine Department Notification No. 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 the state of the property of the property
- (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 reles 3, 4, 50, 6 and 7a shall not, without the permission of the Health Officer, allow any communication, except or boat, except oral, with the shore or with any excepting only the Pilot bant, and in that test communication shall be limited to receiving only the pilot, the leadsman, their servants and baggage.
- 9. The Health Officer, on receiving the notice under rule 2

  Inspection of shall arrange to examine the vessel without delay,
  vessels and remove and the master shall give nevery facility for
  cleases, descriptions the examination of the passengers, crew, personal
  flexates, are greated any part of the ship, and shall
  comply with all reasonable instructions given by the Health Officer.
- (c) In a case of infections disease on a vessel arriving at Metten-brooj the Health Officer shall arrange for the removal of the sick person to hospital by ambulance. The Deput commissioner of Port Police shall arrange to afford any assistance required by the Health

Vessel lying in the Port of Calcutta

10. On the occurrence of a case of small pux, chicken-pox, measles, plague, cholora, yellow feer, sleeping sick-treats of infections, search fever or jigger, on board any part, part, search fever or jigger, on board any part, search fever or jigger, or Medical part, and the Health Officer (in any) shall at once intimate the fact to the Health Officer (in 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 Intimation to Dock Master shall cause information to be given to the Master.

  Master shall cause information to the Wharf, and shall be responsible that the sick person be isolated as much as possible and that free communication with the wharf is stopped until the Health Officer has imspected the vessels.
- 11. The Master or Medical Officer, if any, shall afford such true
  buty of Master, and full information as to the occurrence of the
  diseases 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 12. On the occurrence of a case of one of flata and earge boats, the diseases specified in rule 10—
- (a) on any inland steam-vessel, the rules\* issued under sections 51 and 51 A 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 inlead waters, such as a country boat, flat, etc., the police shall detain the vessel or the boat, and shall at once inform the Port Health Officer or Port Samitary Inspector. If the patient has not been removed by his friends to hospital, the police will arrange for his removal. The Samitary Inspector shall visit the vessel or boat without delay and earry out the necessary disinfection.
- 13. Should the Health Officer consider it necessary, the Deputy
  Commissioner of Port Police shall provide a guard
  for any infected vessel, whether she be lying at
  Metteabrooj on arrival or in the port proper.
- 14. The Master of every vessel is responsible for seeing that his vessels is kept in a clean and sanitary condition. Ships' privies may be used in the stream and at the system is disauranged, provision must be made for handfushing (tab and tin) each time the privy is used; otherwise the privies should be kept looked and use made of over-side privies.
- 15. The Master of every vessel in the stream, or in the docks is responsible for seeing that sahes and galley refuse are not allowed to accumulate or remain for more than affecting ships should at once be reported to the Port Health Officer.
- Bengal Government Notifications Nos. 16-Marine, dated 5th March 1907, 78-Marine, dated 13th July 1908, 135-Marine, dated 17th November 1908, and 103-Marine, dated 17th October 1911—wide Appendix C.

16. If a death occurs on board any vessel before she reaches

Death before teaching Saugor. the body shall be buried in a depth of not less than 5 fathoms in such manner as to secure its sinking at once and remaining below water.

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

18. If a death occurs from any cause on board a vessel within Death in the port. Port-limits, i.e., between Badge-Budge and Cossifit there is one, are to be immediately lowered half-mast and kept in beard; at night one red light is to be beard; at night one red light is to be lossed at the peak half-mast. The occurrence of death shall be reported installed; to the Port Headth Officer, who shall arrange for the disposal of the body as herein provided.

19. On the occurrence of a death on a vessel the Port Health Officer should be informed immediately. If the vessel carries a medical officer that officer shall medical officer, the above certificate shall be given by the Port Health Officer.

20. When the Medical Officer of the ship or the Port Health
Post-morten exainsisten.

Giffeer 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
morten examination.

21. In the case of death due to an accident the Master of the by accident the vessel shall report the occurrence immediately to the

Continents of cause of death necessive sary 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.

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

#### Accidents.

24. On the occurrence of an accident on board a vessel, the
Accidents on 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.

25. The manjhi of every flat or cargo boat is responsible for Cleanliness of inland craft. Since the control of the control

#### APPENDIX A.

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

INTIMATION of the outbroak of infectious diseases on vessels Use of telephone. It is the port should, under the foregoing rules, bying in the port should, under the foregoing rules, the relath Office for telephone are available for the purpose at the Harbour Masters' hulk, Garden Reach, the Pier Head, Kidderpore Docks, Takta Gha, Ontram Ghat, Chandpal Ghat and the deck 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. 1250 or No. 1910, may be rung up.

#### APPENDIX B

FORM A.

(Referred to in Rule 2.)

I Master of S.S. do hereby declare in presence of

ereby declare in presence of , Pilot,

(1) I have not on board and have not had on board any case or

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

(2) I have or have had on board since my departure from

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.

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Rules for the protection of passengers in viver steamers against the spread of plaque and other dangerous epidemic diseases by persons travelling in such steamers, issued by the Government of Bengal under section 51 and 51 A of the Inland Steam Yessels 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. Whonever it appears to the Magistrate of the District or the Sub-divisional Magistrate, within whose jurisdiction any ghât is situated at which steamers call, that by reason of the existence of an epidemic in the neighbourhood of such ghâts, there is danger of passengers suffering from the said epidemic being uken on board a vessel, he shall, in consultation with the Civil Surgeon of the district depute a medical offect 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 Serung, shall immediately—
  - (a) remove the patient together with his bedding, drinking utensils and food to a part of the deck at the extreme the part of the steamer, where he shall be segregated by the second of the passengers by a purduh or awning. In the case of plague, steps should be taken immediately to get rid only fleas that may be present in the clothing, bedding, and if considered necessary, in the baggage of the patient of the part of the patient of the patient of the office and the patient of the patient of the patient of the patient of all articles expalse of affording a longement for fleas;
  - (b) cause all excreta, vomit and urine which may have been discharged on to the deek by the patient to be cleaned away with a solution of cyllin; and
  - (c) report the case to the Sub-nivisional or District Magistrate within whose jurisdiction the nearest ghat lies, and also to the Civil Surgeon of the district.

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

- (3) At any station within the Port of Calcutta the report shall be made to the Health Officer of the Port,
- 3. If, when the case occurs, the steamor is lying at a glata at the beadquarters of a sub-division or district, or otherwise, when the steamor has reached the nearest glata which is at such headquarters the Master or sorrang shall not move the steamor theorefrom until permission has been given by the District or Sub-divisional 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 nations 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 proposed 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, cabins, latrines, 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

#### 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 (m) of the indian forts act, a of 1809, 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 Calentta:—

## Use of Whistles or Sirens.

No steam vessel within port limits shall sound her whistle or siren when lying at moorings at a ghat 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), (q) and (h) of the Indian Ports Act, 1886, the Lieutenant-Governor has been pleased to make the following rule the Lieuzeman-tovernor has been pleased to make the nonowing the 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. 126-Marine the 20th 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 Conneil 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) Steeping 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 disease's 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

- (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 ease 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 Soudan 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
  - (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
- (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 bebu 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

- (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 erew 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 eases or deaths within the previous twelve days has exceeded two, or when from their occurrence on pilgrim days has created the property of the purpose and shall another the vessel in the place appointed for the purpose and shall another the vessel in the place appointed for the purpose and shall another the presence or erw to love the vessel except with the permission of, or under such instanctions as any 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 Heath Officer; in the meanwhile the vessel shall stop at such place as Government may by order provide.
- 8. So long as the signals prescribed by regulation 2 are shown no tindal or other person in charge of or navigating any boat shall without the permission of the Health Officer, attempt to take it alongside such vessel.

## PART IV .-- INSPECTION OF VESSELS.

9. Whenever the Health Officer receives the notice referred to in regulation 4, he shall without unnecessary delay proceed on board and examine the vessel, and the master shall give him every facility for the examination of the passengers, crew, personal effects, cargo, and any part of the ship the Health Officer thinks necessary. The Health Officer may require a declaration on oath from the medical officer [if any] of the vessel or from the master or from both, whether any death or sickness from an unknown or suspicious cause or any ease of any of the diseases enumerated in the preamble has occurred on board the vessel either during the voyage or before her departure, on 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 erves as heur been detained winder 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 and All baggage, personal effects and eargo, 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 provise to regulation 43, and except us provided for under regulations 19 (2) and 33, the removal of sick passengers is not to be enforced in the cond 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
- 15. The Health Officer shall inform the Municipal Health Officer in all cases in which he arranges for the conveyance of a patient to a sanitarium or hospital or other place within municipal limits, and shall furnish the Municipal Health Officer with the address of any private residence to which he permits the removal of a patient.
- 16. Where small-pox is the disease on account of which the vessel is deemed to be infected, the Health Officer shall offer, without charge, vaccination or re-vaccination to all persons willing to be operated upon, and shall cause to be vaccinated, if their guardians or those in charge of them consent, all children below 10 years and over six months of age who did not bear marks of vaccination or of small-pox. In the case of plague, inoculation may similarly be offered free of charge to all willing to be inoculated.

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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 accordance with rules contained in Parts VI (A), VI (B), VI (C), VI (D), or VI (B) 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 FEVERS,

- 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 eick 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 cree in a fifthy 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 undocked craft, direct the disinfection or in special cases the destruction of food-staffs 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 consist likely to be infected, should be disinfected and cleansed as he may direct and may prohibit the discharge of bilge-water or water ballast within port limits without previous disinfection;
  - (6) may, in the case of cholera, direct the master to have the bilges and water tanks emptied, cleaned and dis-

#### 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 affort, 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
  - (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 baggace.
- 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 plaque or of illness suspected to be plaque occurs on board subsequent to the grant of the above certificate, the certificate shall become invalid and the vessel again become subject to the requirements of the regulations regarding infected vessels.

<sup>&</sup>quot;'Observation" means isolation either on board the ship or in a sanitary station appointed for the purpose before the grant of pratique. Passengers under proceed lanes" are not isolated; it hey receive pratique at once and are at liberty proceed lanes are not included; the preceive lanes have been a simple and the authorities at those phases are informed of their coming and they are subjected to medical examination for such period as may be fixed to these regulation for such period as may be fixed to these regulation for such period as may be fixed.

- 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 (G).
  - (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 regulations
  - (3) destruction of rats as prescribed in regulation 19 (6); but the process of deratisation 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 distinction by means of saturated steam and for the destruction of rats, and
  - (b) take into account the sanitary or insanitary, and roomy or crowded condition of the vessels.
- 25. If, in the case of any vessel making a passing call, the mails or goods, the Health care may in his discretion, enforce the mails or goods, the Health care may in his discretion, enforce the provisions of regulation 19, 21 or 23, as the case may be, to such catenal only as may in his opinion be necessary for the purpose of controlling the actual communication with the short purpose of controlling the next of the purpose of the purpose of controlling the next of the purpose of the purpos

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 disnifected 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 discubarked passengers and their baggage or mails, without having been in communication with the short, 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 transhipment, under restrictions to be imposed by the Health Officer in conformity therewith, of passengers, mails or goods between vessels which have not been granted pratique.
- 28. If any case of plague occurs among any group of persons who are being kept under observation, the patient shall be isolated or sent to a hospital, and the other persons shall continue to be detained and segregated as aforesaid for a period not clean of the segregated as aforesaid for a period not free from plague. The clothes and effects of the patient and of such persons are been in contact with the patient and of such persons draw been in contact with the patient and led of such persons draw been in contact with the patient and led districted at the discretion of the medical officer in charge.
- 29. The medical officer in charge of any place appointed for the isolation of any person under these regulations may, in his discretion, by written order, direct that any person who is kept there under observation shall be allowed to depart and shall be subject to surveillance.
- 30. If the system of survoillance 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 ar route at a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected or which has left an infected port within that period, the following procedure shall be observed:
  - (1) The vessel shall be anchored at sea or in the river at the new quarantine station at Diamond Harbour

The visit of the Health Officer shall be made during the day as early as possible and all persons on boad 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, on 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 mosquiese 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 normal temperature, etc.) may be landed, and shall normal temperature observation for a period of at least the first days extensible at the dissertion of the Health Glid days extensible at the dissertion of the Health Glid days (as a saminum of twelve days, special precautions being taken throughout the whole of this period to prevent meaniness.)
- (3) In no case should any person sick of yellow fever be lauded during the first four days of his illness without the special sanction of Government. If such sanction is given, the most minute precautions to provent mosquitoes reaching the patient shall be taken, including a nosquito-proof achin on the launch, mosquito-proof ambulance 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 deek, and should be protected by mosquito curtains.
- (5) The ship shall be cleared of mosquitoes by the systematic fumigation,\* under efficient supervision, of every cabin, store-room, alley-way and hold.
- (6) All water in which mosquitoes could breed should be emptied into the sea or river and all drains flushed by means of a hose. The bigg should be pumped out or old. The drinking water tanks should be emptied to ge rid of larrar, fresh water being taken and the tanks completely filled so as to drown any adult mosquitoes which may be present in them.
- (7) Provided if no case of yellow fover has occurred on board within two months immediately preceding the vessel's arrival, only such of the above measures in addition to those described in paragraphs (1), (5) and (6) shall be carried out as are considered by the Health Officer necessary in the circumstances of the case.

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

#### PART VI-D,-SLEEPING SICKNESS.

- 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, relo. 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 Soudan and Davtan or from other localities declured to be infected, the procedure prescribed by regulation 2 shall be compiled with and the creus or passengers, etc., shall be madically inspected in accordance with regulation 5.

#### PART VI-E .- JIGGER.

- 35. In the case of a vessel having on board any person or persons suffering from jigger,-
  - the Health Officer shall carefully examine every person on board and any person or persons found to be suffering shall be removed to hospital for treatment;
  - (2) the clothes of infected persons shall be disinfected and the Health Officer may, in his discretion, order the disinfection of the clothes, bedding, etc., of all persons on board;
  - (3) any part of the vessel likely to harbour jigger fleas shall be thoroughly washed with a 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 rive at such places as shall be appointed for the purpose by the Conservators of the Port of Calentia or Chittagong as the case may be, subject to the approval of the Local Government.

<sup>\*</sup> Sulphurons acid is probably the best gas to use.

<sup>\* 42-</sup>Mne. of 15-4-1915.

#### PART VII.—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 part. Goods may be landed from such vessels after precautions have been taken to isolate the ship, erew 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 preserribed 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 in British India.

#### PERSONS.

39. All persons removed to hospital or kept under observation at my place and loby and conform to the rules, regulations and any lace 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 officer. In the case a note shall be made on the bill the presentions at their increases a note shall be made on the bill the presentions 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 surrise 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.

(8) 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 Pert 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 diseases, or-

(b) that in the case of injectious diseases, the Port authorities have given permission for burial on shore.

If the Port authorities in consultation with the Health Officer decide that buried on shore cannot be permitted the body must be buried at sea in such manner as the Houlth 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—

(I) 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 error (except such anyward bound passengers as have not remained one nigrated and and such members of the crow as have not remained one night on shore or have not newly joined, who may be examined un 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

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officers, engineers or doctors, to deck and fourth-dass passengers, and to third-class passengers not entitled to cabin accommodation, which the Heath Officer may consider to be infected with plague, and, if the Heath Officer thinks fit so to direct, all clothing, bedding and infected articles belonging to passengers of any class ligher than the third and of any members of the cree, 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:

Previded that, if the vessel is only making a call at the pert 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 comminciation between the vessel and the shore. The Health Offfier shall decide, for the purpose of this privine, what constitutes commincation 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
  - (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 sumrise on the day after that of inspection, but muster 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 eargo or goods of any kind be placed on or taken off the vessel except in such

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

- (α) 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 exsed, no person except the pilot or person authorized by the Health Officer shall be permitted to embark on the vossel unless he has been medically examined by the Health Officer as prescribed in regulation 48.
  - (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, load conditions render this relaxation advisable, the authority respossible for granting port-electrance may grant port-electrance 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 fortw-reight hours.

- 49. (1) If the Health Officer considers that any passenger is suffering from, or is in the inenbation stage of, any infectious or contagious disease, he shall prevent such passenger and his or her relatives and attendants from embarking or sating; and their baggage and personal effects shall not be allowed on board the vessel and if already based on board and and if already taked on the property of the prope
  - (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

53. Regulations 43 to 50 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.

- 1. Personal effects, such as rags, bandages, papers and other 1. Personal encess, such as rags, bandages, papers and owner 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
  - 3. Disinfecting Solutions\_
  - (a) Solution of corrosive sublimate of one part in 1,000 with the addition of 2 parts in 1,000 of hydrochloric acid or 160 grains of chloride of soda in one gallon. The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.
  - (b)  $\Lambda$  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 29 per cont. of time, and may be prepared as follows:—Take 2 pounts of god quick-lime and shot it by moistening it gradually a powder must be kept in an air-light 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 exercta 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 exercta, Expectorated matter should be burnt.

- 5. Disinfection of ships on which plugue 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 cleaned 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 least four feet in diameter fitting tightly, with the concavity towards the wharf, on the rope or hawser, and so fixed that no part of the margin of the guard shall be less than 24 inches from the rope or hawser, or any other pattern of rat-guard that may be approved by Government,

- 3. To prevent rats reaching the ship by means of a gangway, as few gangways shall be used as possible, all gangways shall be raised at night, and a watchman shall be placed on each gangway during the day from the time the gangway is lowered until it is raised.
- 4. A responsible person shall be deputed by the local Government to ensure these measures being applied immediately the vessel  $\dot{}^{\bullet}$  is berthed.

#### No. 37-Mne. of 17th May 1909.

#### Destruction of food-stuffs unfit for human consumption.

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

#### No. 112-MNE. OF 4TH NOVEMBER 1905.

#### Fishing Rules.

Between the hours of day-break to dark no stake not shall be placed by fishermen in any part of the navigable channel of the river at Garden Reach, Sankral, Jarmaker's Reach, Dr. 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 beats shall be mosred, nor nets of any description be cast between the lines indicated by these marks and the short.

## No. 113-MNE, OF 4TH NOVEMBER 1905.

#### Port Approaches.

From Bulge-Bulge to Fullah Point a navigable channel of no less than 200 yands in width shall be delineated by landmarks, locally published, shall be left clear for the passage of sea-going wessels, and, between the lours of sunrise and sunset, no fishing beats 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 rarival and to deliver his manifest and store list in duplicate, his bills-of-lading for salt in bulk, or kernsene oil in bulk or case, and his port clearance certificate or cocket card at the Custom House, where he will be informed on enquiry of any other steps it will be necessary to take.

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

#### NOTIFICATION-No. 9-MARINE.

The 16th January 1916.—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 126-Marine, dated the 20 Cetober 1914 (as macended by Breatum 1914). The state of the measures to be taken for the prevention of the spread of classing to the measures to be taken for the prevention of the spread of classing infections or contaginus diseases, and the disposal of dead to the control of the spread of the

F. A. A. Cowley, Offg. Secy. to the Govt. of Bengal.

#### NOTIFICATION-No. 20-MARINE.

The 28nd February 1916.—In exercise of the power conformed by clause (1) of rule 32 of the rules published under Notification No. 126-Marine, dated the 20th October 1914, (as amended by Notification No. 8-Marine, dated the 16th January 1915), relating to the measures to be taken for the prevention of the spread of amprovas, 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 Kannafuli river, that is, in 64 fathons with the Norman Pilot Light House Beast (ture) 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 fover or communicated (except orally without contact or by signal) with a vessel cither 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 26th July 1915.

No. 100-Marine.-In exercise of the powers conferred by rule 6(b) 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 (If Vof 1911), and published under this Department's Notification No. 126-Marine, dated the 20th October 1914, in respect of the following diseases:-

- (1) Small-pox, (2) Chicken-pox, (3) Measles, (4) Plague (5) Cholera, (6) Yellow fever, (7) Sleeping sickness (8) Typhus, (9) Scarlet fever and (10) Jigger occurring on vessels coming to the port of Chittagong the Governor in Council is pleased—
  - (1) to appoint the Norman's Point Lighthouse  $67_3^{10}$  distance  $1_2^1$  miles, in  $6\frac{1}{2}$  fathoms of water, as the place of anchorage in the case which have had within the twelve days pre-eding their arrival more than two cases of, or deaths from, any of the diseases (except yellow fever and plague) mentioned in the preamble, or in any case in which for special reasons further precautions are deemed advisable, and
  - (2) to provide the place outside the Karnafuli river, i.e., in 62 fathoms, with the Norman's Point Lighthouse East (true) distance 11 miles, as the place of anchorage in the case of vessels on board of which a case of plague or suspected plague or unusual mortality among rats has occurred within seven days preceding their arrival.

F. A. A. COWLEY, 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 50-A. of the annual Steam-vessers Act (1854), as amenage by the Annual Steam-vessels Act (1844) Amendment Act 1899, and with the previous sanction of the Governor-General in Council, as required by section 69, sancion of the Governor-General in Council, as required by section to, sub-section (5) of the said Act, the Lieutenant-Governor is pleased to sub-section (2) of the said Act, the Lieutenant-Governor is present make the following revised preamble of the rules for the protection of the Inland Steam-vessels from danger by collision in supersession of that Iniana Steam-vessus from danger by common in supersession of sanctioned under the Notification of this Government, No. 148-Mariae,

#### RULES.

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

waters in Bengal on which steam-vessels ply, excepting the Hooghly River between a line drawn west of Sauger 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 "under-way" when she is not at anchor or made fast to the shore or aground; and
- 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 under way shall carry-
- (a) in the forepart of the vessel, above the awning roof, a bright white light, so constructed as to show an unbroken light, over an arc of the horizon of 20 points of the compass so fixed as to throw the light 10 points on each side of 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 Artece 6.—A seemi-vessel, when towing other vessels which are lashed alongside, shall have the white mast-head light and the red and green side-lights so placed that they will be visible as set forth

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

and (e); 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 I mile.

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

## Sound-signals for fog, etc.

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.  $\Lambda$  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

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
- (c) On approaching a bend in the channel.

# Speed of ships to be moderate in fog, etc.

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

A steam-vessel hearing, apparently forward of her beam, the forsignal 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 after 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 a sailing vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing vessel.

Article 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 finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision.

Article 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-ressel coming up with another vessel from any direction more than two points abaft her beam, i.a., 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 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 constraing 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 authorised or required by these rules, indicate that course by the following signals on her whistle or siren,

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going full speed astern."

## PROPER PRECAUTIONS TO BE TAKEN IN ALL CASES.

Article 19.—Nothing in these rules shall exonerate the owner or lest or crew of any steam-ressel from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, 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-ressels, 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-vossel shall attempt to strive or race against another. When steam-vossels are proceeding in the same direction but with unequal speed, the vessel which is steaming showest shall, in the narrow reaches of a rive, offer the steam of the steam of the state of the stripe shall case and, if necessary, step the engines as soon stressels and lease and, if necessary, step the engines as soon stripes of the st

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 50.\[A] of the Inland Steam-Vessels Act, 1834 (VI of 1884) the Governor in Council is pleased, with the previous sauction 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 22d 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 23rd August 1900.

- 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 Camberbachies Point.
  - (c) In Panchpara and Sangrail Reach, they shall navigate on the edge of Sangrail Sand.
  - (d) In Jarmakers Reach, they shall navigate on the edge of Munikolli Sand.
  - (e) In Koffri Reach, they shall navigate on the edge of Koffri 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 Pujali Crossing and in the Ulubaria and Achipur Reaches they shall navigate on the edge of the sand on the left bank of the river.
  - (h) In Moyapur 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 Fulta Reach, they shall navigate on the edge of Fulta Sand.
  - (m) At Ninan, they shall navigate on the edge of Shibgunge
  - (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 Lumps.

Nors.—College Reach is bounded to the west by a line drawn due north of Camberbachies 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 I, 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 sincken 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 Caleutta and Chitagong and in the navigable channels of the rivers Hooghly and Karnafüll 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 sen-going vessel of the burden of 200 tons or unwards whilst in the ports of Calcutta and Chitagong 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 polithized, 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 uses such orders."

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

#### EXPLOSIVES.

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

No. 78-Marine.—The 10th July 1923.—In exercise of the powers conferred by section 5 of the Indian Explosives Act, 1884 (IV of 1884), and with the previous sanction of the Governor-General in Council, the Governor in Council is pleased to make the following rules to regulate the transport and importation of explosives, in the Port of Calcutta, in supersession of all rules published under Government Motification No. 69-Marine of 1st July 1918.

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

- "Explosives," as defined in section 4 of the Indian Explosives Act, 1884, and as used in these rules—
- (a) means gunpowder, nitroglycerine, dynamite, guncotton, biasting powders, fulminate of mercury or of other metals, coloured fires, and every other substance, whether similar to those above-mentioned on not used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect;
- (b) includes fog-signals, fireworks, fuzes, rockets, percussion caps, detonators, cartridges, ammunition of all descriptions and every adaptation or preparation of an explosive as above defined; and
- (c) includes any dangerous substance which may have been ordered by the Governor-General in Council, under Section 17 of the said Act, to be deemed an
- 1. Except as is hereinafter provided no vessel shall have on board, within the limits of the port, any explosives except two storm or danger signals, six smaller lights of the same description of the port of gunpowder of the port of t

shall be stored in all cases in separate, detached and completely enclosed magazines for each description of signuls. The magazines should be kept in a house on deck and stowed or ranged as far apart as possible, so that in the event of fire they can be removed or thrown over-board.

- All inward-bound vessels carrying explosives, in excess of the quantity prescribed by rule 1, are prohibited from proceeding above Budge-Budge.
- 3. Before entering the limits of the port, the Master of every vessel having explosives on board shall make and sign a declaration in writing that to his knowledge and belief there is not on board any explosive in excess of the quantity prescribed by rule 1.
- 4. Masters of vessels having on board explosives belonging to the following classes, as laid down in the Indian Explosives Rules 1914, shall make their own arrangements for the discharge of the explosives:—

Class 1.—Gunpowder.

- ., 2.-Nitrate mixture.
- ,, 3 .- Nitro-compounds.
- " 6 .- Ammunition (detonators only).
- 5. All boats or barges containing explosives shall carry a red flag not less than 3 feet by 2 feet in size.
- 6. 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 which has explosives on board.
- 7. Explosives of all classes should, if possible, be discharged into wooden boats, burges or lightner. From our steel boats, burges or lightner. From our steel boats, burges or lightners may be used provided a wood-order is hidd and the sides are effectually covered with leather, moon, cloth or similar suitable material, so as to prevent the packages containing explosives coming in contact with naked metal.
- s. No cargo boat shall be employed for the conveyance of explosives between Moyapore, Diamond Harbour and Uluberia unless covered by a special license issued by the Port Commissioners. Such license will only be issue on cargo boats classified as class I in the Port Commissioners schedule, which are provided with the safeguard mentioned in rule 7. The licenses must certify that the canditions stated above have been met and will require to be renewed at intervals of not more than four calendar months.
- 9. All boats, targes and lighters carrying explosives shall carry a booy on deck with 15 fathems of 3° rope, one end being attached to the buoy and one end to the boat, but the shall be attached to such part of the beat, large or lighter as is most clear of spars, gear or other obstruction, the position to be approved by the licensing authority.

10. The buoy shall be a drum painted in red, 1'-9" in length and 1'-2" in diameter, properly strapped with an iron band in the middle having a ring attached for securing the rope and shall be approximately of the shape of the diagram? set forth below, viz.,—

# Explosives that may be landed at Moyapore,

11. Explosives of Classes 1, 6 and 7, that is to say, gunpowder ammunition and fireworks as specified in the rules issued under the Government of India, Commerce and Industry Department, Noilfeation No. 4913-33, dated the 6th June 1914 (thereinafter referred to as the Indian Explosives Rules, 1914), if the quantity thereof is in excess of that prescribed in rule 1, shall be landed and deposited in the magazine at Movanore.

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

13. Explosives of Classes 17 to specified in the Indian Explosives Rules intended for despatch up-country may be discharged into basts only at Morpore or Diamond Harbour and transported thence under Police and the Commond Harbour railway station and there louded into railway wagons for discharge to a magazine declared suitable by the Government of Bengal under rule 24 of the Viscous Commond of the Commond Commo

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

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

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

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

14. For the convenience of vessels having ship's gunpowder, ammunition and firerorise on beard, a properly constructed powder-boat shall always be in attendance off the magazine for landing and shipping such explosives. No charge will be made for the use of the boat for landing these shipping such the responsibility of the magazine keeper in respect of the ship's explosives shall not commence until they are landed on the bank, and shall cases as soon as they are

shipped on board the boat. Every precaution shall be taken to insure the safety of the explosives while in the boat but the landing and shipping shall be at the risk of the vessel.

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

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

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

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

19. A clerk shall always be in attendance in the magazine powder-boat, and shall receive from the Master the declaration specified in rule 3.

20. If any vessel shall be prevented, by stress of weather or by being in distress, from landing or depositing any explosives which per the constant of the control of the quantity preceived by rule 1, such vessel may be premitted to come up to the lower by the port, but shall not preceed above Mattenbood Glatt, and the Master of anch vessel shall forthwith give notice to the Harbour Master of this having such explosives on board, and shall obey the Harbour Master's directions relating to the same.

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

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

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

Not reproduced.

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

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

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

25. No boat conveying gunpowder in necordance with the provisions of rules 23 and 24 shall be allowed to proceed above Prinsey's Chat. No powder shall be landed at any glat, other than at Prinsey's Glat, except with the special permission est.

26. The provisions of rules 23, 24 and 35 shall apply to Chinese canchers, provided that dealers in Chinese crackers shall not be required to employ an armed guard or to maintain a beat exclusively for the purpose of carrying Chinese crackers. The beats that are used for this purpose must be approved by the Boat Surveyor to the Port Commissioners.

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

27. Explosives specified in the first division, Class 6, of the Indian Explosives Belac 1914, viz. safety cartridges, safety fuzes brought as part of a general, and percussion caps which have been brought as part of a general, and placed on board the vessels while laying in dook at ports of shipment, may be brought into port and landed at the docks or picts in accordance with the regulations prescribed in that behalf in the Pert Commissioners by-Lave.

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

The expression "safety cartridges" means cartridges for small-firing, and which the case can be extracted from the small-arms after cartridge being communicated to other cartridges. The term also description, whether they are for use with machine-guns having chambers identical with those of rifles, or with machine-guns which have special chambers.

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

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

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

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

(Vide rule 23 of the rules.)

Free.

License is hereby granted to Messrs.

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

Commissioner of Police, Calcutta.

#### (Reverse.)

#### Conditions.

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

# 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 (VIII of 1899), read with received a 3 of the Bengal, Bihar, Orisas and Assam Lawa Act, 1912 (VIII 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 Presidency of Bengal,

# PART I. PRELIMINARY.

Definitions.

I. In these rules,-

(a) " Part" means a part of these rules;

(b) "certificated petroleum" means petroleum certified to be nondangerous 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 receptacle;

(d) "installation" means a place specially prepared for the storage of petroleum in bulk, or for bulk combined with nonbulk 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-

 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, wherees, timber yards, other perroleum 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 Bongal under section 10 of the Act for any port at 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, 1866.

\*(o) "District Magistrate" includes "Additional Magistrate" in respect of such districts where there are Additional Magistrates.

#### PART II

POSSESSION AND TRANSPORT OF PETROLEUM.

CHAPTER I.—Possession of Petroleum.

1. No smoking shall be permitted inside any installation or stor-Smoking prohibited. age shed.

2. All operations within any installation or storage shed shall be Supervision of operations within installation or conducted under the supervision of a responsible agent or supervisor.

 This clause was inserted vide Notification No. 11-Marino, dated 26th January 1917.

- 3. The ground in the interior of an installation shall be kept clean Cleanliness of installation.

  Cleanliness of installation.
- 4. A supply of sand or dry earth shall always be kept in an Supply of sand or dry installation for the purpose of extinguishing fire.
- 5. The capacity in gallons of every tank in an installation shall Marking of capacity be conspicuously marked on it, and shall be calfinks.

  culated at the rate of 6.25 gallons per cubic font.
- 6. Every tank or other receptacle for the storage of petroloum in lightang.

  sufficient capacity to contain ten thousand gallous of petroloum and which is so situated as not to be liable to cause danger in the event of the petroloum being ignited, shall be protected by an efficient lightang-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 exervation, 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 Testing of lightning, shall test or cause to be tested the efficiency of conductor by licensee, the conductor by insense the Chief Inspector of Explosives may, by general or special order, declare to be posted in an 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 this Official testing of behalf may enter any installation for the purpose time after sunrise and before sunset.
- 9. No installation or storage shed shall be open, and no work in intallations or storage shed shall be permitted, any installation or storage shed shall be permitted, that in call the storage sheds, and sturrise; provided that in cases where element of lighting is exclusively used recommendation of the Chief Inspector of Explosives.
- 10. Where there are any pipes or openings for draining out water Chours of pipes and in any onelosure wall, arrangements shall be made openings. Be kept open when actually necessary for drainage purposes. The are required under rule 10 of Chapter 11 of this part, be specifications which with the application for a license.

- All storage sheds in an installation shall be built of uninmaterial for storage flammable material.
- 12. There shall be hung up in a conspicuous place in every tentistic sup of rules installation and storage shed for which a license and conditions. has been granted, oppies 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 chaltiness of ear-ship excited as sailtable for the carriage of petroleum in bulk by an officer appointed by the Governshall be stowed in such part of the ship and in such part of the s
- 2. Petroleum in bulk shall not, except with the sanction of the Petroleum in bulk of Government of Bengal, be transported on any barge or flats. 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.
- \* Provided that this rule shall not apply to petroleum having a flash point not less than 150°F by Abel's close test and carried exclusively as liquid fuel for the use of the ship in double bottom tanks.
- 4. No steamer carrying inflammable cargo other than petro-Towage of barge leum and its products shall tow a barge or flat roleum.
- 5. No steamer towing a barge or flat carrying petroleum in bulk tosal barge of additional barge of flat carrying inflamma-like cargo in flat carrying inflammable cargo other than petroleum and its products.
- 6. Rules 4 and 5 of this Chapter shall not apply when the release having a lashing point above 150 F.
- 7. When any ship has discharged petroleum in bulk, the oil Cleaning of compartments shall be thoroughly cleaned and freed partments. from petroleum and petroleum vapour, before any other cargo or passengers are taken on board.

<sup>&#</sup>x27;This proviso was inserted vide notification No. 14-Marine, dated the 25th 9

- 8. The officer in charge of any ship certified, under rule I 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 latches of such tank and the manholes or other apertures in such hatches locked or otherwise fastened in a manner certified as satisfactory by an officer appointed under rule I 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 Loading and discrete from any ship certified as suitable for the carriage of petroleum in bulk, except through a suitable pipe prepared for the purpose.

Naked lights, fire 10. No fire, naked lights or smoking shall or smoking prehibited. 10. No fire, naked lights or smoking shall or barge carrying bited.

- 11. The person in charge of any flat or barge carrying potroleum
  Flag to be carried.
  "Petroleum Boat" marked on it in black letters.
  "I marked on it in black letters.
- 12. No petroleum in bulk shall be loaded on or unloaded from Loading and unloading by night. any ship between sunset and sunrise, except when electric light is exclusively used.
- 13. Petroleum may be transported into and within the Presidency Yulakity of license of Bengal under cover of a license granted by the granted material province. 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. Petrolcum which has been imported into any port specified in rule I in Part III and which has not been tested at the port of import in accordance with the rules contained in that Part shall not be transported to

any other port save one at which importation is permitted under rule 1 of Part III, 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 the port of import may Transport by sea of petroleum which has been tested.

be transported to any other port and the provisions of rules 2, 3, 4, 14 (except the provision), 16, 19 and that 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
Applications for 13 and 14 of Chapter IV of this Park, for the
licenses. 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 ;
- (e) 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 Bengel may, from time to time by order in writing appoint in this behalf. Licenses for the importation, possession and transport of dangerous pertodenum in quantities exceeding 40 gallons may be granted by the Government of Bengel or an officer appointed by the Government of Bengel 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 Bengel:

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.

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

 $<sup>^{\</sup>circ}$  Rules 14 & 15 were inserted vide notification. No. 81-Marine, dated the 3rd September 1917.

<sup>\*</sup>The words in brackets in rule 2 were inserted vide notification No. 75-Marine, dated the 17th June 1915.

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 Forfeiture of license. 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
  Particulars of license, 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 particulars as may have been entered in the license granted for such installation or storage shed under the rules heartefore 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 Conditions for the intended for the storage of pertoleum which has storage of pertoleum a flashing point above 150° F, the license may point above 150° F, on contain, in lieu of the conditions emiorsed on the form prescribed for it by these rules such conditions as may in each ease be approved by the licensing authority on the recommendation of the Chief Inspector of Explosives.

\*5a.—Notwithstanding anything contained in rule 5 the Local Government may, on the recommendation of the Chief Inspector of Explosives, omit alter or add to any of the conditions specified in the prescribed form of license.

- 6. (1) Every application for the renewal of a license shall be made Renewal of license. in the same manner as an application for an original
  - (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 intination that the renewal of the licenses 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 Supply of rules to petroleum, a copy of the rules containment in Chapter Insense. If 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 vermentar, shall be given, togother with the license. to the license.

8. Where a licensee dies or becomes insolvent or becomes mentally Procedure an incapable or otherwise disabled, the person currying death or disability on the business of such licensee shall not be liable of beauce. The process of the such that the shall not be liable of beauce. The process of the such that the process of the such that the processor 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 unceptived portion of the original license.

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

CHAPTER IV.—LICENSES FOR THE POSSESSION OF PETROLEUM.

1. Save as provided in rules 9(1), 13 and 14 of this Chapter
Continuance of every license for the possession of petroleum shall
remain in force until the 31st December next following the date of issue of the license.

Petroleum not in bulk, other than dangerous potroleum potroleum, not being dangerous petroleum, otherwise than in being dangerous petroleum, otherwise than in being dangerous petroleum.

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

Dangerous petroleum not exceeding forty gallons.

- 4. Licenses for the possession of dangerous petroleum in quantity not exceeding forty gallons may be granted in Form C.
- 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 each 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.

<sup>\*</sup> Rule 5 (a) was inserted vide notification No. 21-Marine, dated the 20th February 1919.

- 6. Special licenses for the possession of dangerous petroleum in Pessession of dangerous petroleum in serous petroleum in not more than \$^2000 gallons ouch, may be granted in more than feature of the service of t
- 7. Licenses for the possession of any stated quantity of petrostorage in maje leum, not being dangerous petroleum in major leatallations.
  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.
- SA. Licenses for the possession of any stated quantity of dangerous petroleum in installations in accordance with such specifications and plans as the Local an installation devernment, 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 P.
- †9. (I) Licenses in Form F may be granted free of charge for the possession of dangerous petroleum for use on motor-vehicles.

  motor-vehicles.

  purpose of use therein:

Provided that the Commissioner of Police may, by an endorsement on a certificate of registration granted under the Motor Vehicles Act, 1914, authories the owner of an motor whicle to be in possession of dangerous petroleum not exceeding 20 gallons for use on the motor vehicle, or for its transport thereon, for the purpose of use therein, and such endorsement shall be deemed to be a license within the meaning of Section 6 of the Indian Petroleum Act, 1899, and in such case a separate license in Form F shall not be necessary:

Provided also that nothing contained in this rule shall entitle the owner of more than one motor vehicle to be in possession of dangerous petroleum exceeding 20 gallons without a license in Form F.

(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 9

- Every application for a license for the possession of petroleum, other than license under rules 4 and 9 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 perfolum, and whether the said premises failfil the conditions preserviced by Form A, Form B, Form D, Form E or Form P, 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.

Consistence and the state of th

Particulars to be given in applications for licenses under rules 4 and 9 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 C or Form F, as the case may be.
- 13. Licenses for the possession of petroleum in an installation or Storage hy Port storage shed may be granted by the Government of authenties.

  6 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 portod, as the Government of Bengal or an officer appointed by the Government of Bengal or an officer appointed by the Government of Bengal or an officer appointed by

<sup>\*</sup>The figures 2000 in rule 6 were inserted vide notification No. 120-Marine, dated \$8ub-rule(1) of rule 9 was inserted vide notification No. 90-Marine, dated the 25th July 1919.

14. Licenses for the possession of petroleum in an installation or storage shed crected on land at Budge-Budge or at Moyapore belonging to the Commissioners of the Port of Calcutta or on land belonging to the age shed erected on land belonging to 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 General licenses for the transport of dangerous petroleum, may be granted for a period of twelve months in Form G. non-dangerous pet-
- 2. General licenses for the transport of dangerous petroleum General licenses for the transport of otherwise than in bulk, may be granted in Form H. loum
- 3. Licenses granted under rules 1, 2 and 9 of this Chapter may Effect of general 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 Pass for transport 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. Special licenses for other than dangerous petroleum, in quantities exthe transport of pet-roleum, other than langerous petro.
- 6. Special licenses may be granted for the transport of dangerous Special licenses for petroleum, other than in bulk, in Form K. the transport of dangerous petroleum
- 7. A special license granted under rules 5 and 6 shall only cover Effect of special 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 Particulars to be by rail, by road, by steamer or by barge, or by two Particulars to be given in applications for special licenses.

  by ran, by road, by securior of by ourge, of 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 1 of Chapter II of this Part,

9. General licenses in Form L to transport dangerous petroleum Transport of dangerous petroleam by wise than on a motor-vehicle, may be granted to than on a motor-vehicles holding licenses under rule 9, sub-rule (1), of Chapter IV of this Part, to possess petroleum and use or transport it on a metor-vehicle,

#### CHAPTER VI.-FRES.

- 1. (1) When the proceeds of fees leviable for licenses under these Method of levying 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 twelve 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 posses-Fees for licenses sion of petroleum, namely :-

### Non-dangerous petroleum.

- (a) When the quantity to be stored exceeds five hundred but does not exceed one
- thousand gallons (b) When the quantity to be stored exceeds one thousand but does not exceed five thousand gallons
- (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.

(e) When the quantity to be stored does not exceed forty gallons ... 10

for the first one thousand gallons, plus Rs. 2 for every additional one thousand gallons or part

thereof. for the first five thousand gallons, plus Rs. 4 for every additional one thousand gallons or part thereof.

the same fees as those laid

down for non-dangerous

for the first forty gallons,

for the first four hundred

and eighty gallons, plus

Rs.2 for every additional

four hundred and eighty

gallons or part thereof.

or part thereof.

plus 8 annas for every

additional forty gallons

(f) When the quantity to be stored exceeds forty gallons but does not exceed five hundred gallons

(g) When the quantity to be stored exceeds five hundred

petroleum. Fees for licenses 3. The following fees shall be charged for for transport of licenses for the transport of petroleum :petroleum

#### Non-dangerous petroleum. Special license-

(a) When the quantity to be transported exceeds five hundred but does not exceed five thousand gallons ...

(b) For every additional five thousand gallons or part of five thousand gallons

General license for the transport of non-dangerous petroleum by rail, by road or by water for twelve months ... 100 Special license-

(i) When the quantity to be transported does not exceed forty gallons

(ii) When the quantity to be transported exceeds forty gallons but does not exceed four hundred and eighty gallons

(iii) When the quantity to be transported exceeds four hundred and eighty gallons

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 General license for the transport

of dangerous petroleum' by dealers by rail, road or water 50 4. A fee of one rupee shall be charged for a new license for the un-

Fee for license expired portion of an original license granted to any person applying for the same in accordance with the pired portion of an provisions of rule 8 of Chapter III of this Part. original license,

Fee for duplicate

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 Ports of importa- to be the only ports at which petroleum may be imported.
- 2. The master of every ship carrying petroleum shall deliver to Declaration by the pilot, before entering either of the ports menmeaster of ship earry-ing petroleum or by the ship's agent.
  - (a) what quantity of petroleum the ship is carrying;
  - (b) whether any and, if so, what part of it is dangerous petro-
  - (c) whether any and, if so, what part of it is certificated petroleum :
  - (d) whether any and, if so, what part of it is petroleum having a flashing-point above 150° of Fahrenheit's thermometer: and
  - (c) what quantity of petroleum [specifying whether any, and if so, what part of it belongs to each of the classes (b), (c) and (d) it 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 certifi-Delivery of 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 Certificate and de. rules 2 and 3 shall be made over by him without delay rities 2 and 5 small be made over by nim wishout deany in the port of Calentia. to the Assistant Harbour Master who shall transfer them without delay to the Superintendent of the Port Commissioners' Petroelaration to be for-warded to Assistant Harbour Master or Port Officer. leum 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 Delivery of samples. 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 the port. If the importer so desires, he shall also take samples of all the petrolcum 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 laud 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 requires, 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 cases, 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 Selection of samples. follows :--
  - (a) of certificated petroleum in cases-

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 cases
  - 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 qualityone 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 Scaling of samples containing the samples, and shall label them with the and forwarding the to testing 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 Methods of test. manner laid down in the first Schedule to the Act.
- N.B.—The rules in Part III are inoperative in the Pert of Chittagong in so far testing offers at present at the testing of petrolom as there is no testing officer at present at the pert Teleprane (Chemical Recenter, Reagon, in respect of the flash point of petrolomi inspected are accepted.)

9. If more than one sample of any one brand or quality forming Averaging results the cargo or a portion of the cargo of a ship is sent to the testing officer for report, that officer shall test of tests. 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 Procedure when petroleum is dangerous, he shall report to the Port Commissioners, Calcutta, or the Collector of Cusuniformity.

toms, Chittagong, as the case may be, accordingly, Procedure on re-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 Report of testing 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 Fee for testing. 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 When a ship earrying petroleum may in either of the ports specified in rule 1 and there discharge any certificated petroleum not exceeding anchorage. 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.

16. Save as provided in rules 14 and 24, every ship having petWhen a ship earroleum on board shall be anchored at such anchorage
as the Conservator of the port shall appoint in this
must nucler at a
special anchorage,
as the Conservator of the ports shall appoint in this
must nucler at a
scheduler of the shall be the special anchorage,
vessel shall not leave such anchorage, except for the purpose of discharge of bulk-oil pteroleum as laid down in rule 19, until all the
patroleum 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 is all 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 neather than the process of the shall remain at such anchorage neather than the process of the shall remain at such anchorage neather than the process of the shall remain at such anchorage neather than the process of the shall remain at such anchorage neather than the process of the shall remain at such anchorage neather than the process of the

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 five originating at the former place affecting vessels anchored at the latter.

- 17. Save as provided in rule 18, no petroleum, of which samples Petroleum refer act to in rule 18 have been taken under rule 5, shall be tanded from the beautest of the same than the same taken the collector of classims, Chittagong, as the case may been received in the office of the Port Commissioners, Calcutta, or Customs, Chittagong, as the case may be the case of the case
- 18. (1) The Port Commissioners, Calcutta, or the Collector of Laming of petrol Lamin in anticipation of the testing officer's report, allow the consigned 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 Fort Commissioners, Calcutta, or the Collector of Customs Chitatagong, 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 Laning of peter shirp shall be effected by means of a hose and a terat inside the continuous of a hose and a terat inside the continuous of a hose and a petroleum of the continuous of t

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.

- 2. For rules 20 and 21 of Part III the following shall be substituted, namely:-
- 20. "When petvoleum imported, otherwise than in bulk, is landed Landing of petro- at a port, it shall be landed either at jetties proton in the landerwise vided for the purpose, or in cargo-basts, and, except than in bulk. Where electric light is exclusively used, only after surrise and before sunset, and only at such place or places as the Conservator of the Port shall direct, subject to any Customs Notification that may, for the time being, be in force:

Provided that the precautions laid down in rule 21A of this Part shall be observed.

21. Petroleum may be transhipped from one ship to another for Transhipmens of correyance to any other port, whether within or petroleum. beyond the limits of British India, provided that the petroleum shall not be transhipped between sunset and sunrise except when electric light is exclusively used, and provided further that the precautions laid down in rule 21A of this Part shall be observed.

Precautions to be observed in loading or unloading petroleum.

21A. The following precautions shall be taken by all vessels and cargo boats loading or unloading petroleum whether for transhipment or otherwise:—

- (1) Vessels discharging or loading petroleum shall have fire-hoses connected and all fire-extinguishing appliances in readiness for immediate use, and, if the petroleum is dangerous petroleum, shall have their awnings furled.
- (2) No fire or light of any description (other than lights required by the port or harbour rules), or any detonating article or substance whatsoever, or matches, shall be, or shall be taken, on board any earge-beat used for the transport of dangerous petroleum, or, within the limits of any port, for the transhipment of non-dangerous petroleum to or from any vessel.
- (3) No cargo-boat used for the carrying of dangerous petroleum shall be fitted with a caboose for cooking purposes when engaged in such work.
- (4) Dangerous and non-dangerous petroleum shall not be conveyed to the shore or to another ship at the same time on the same cargo-boat.
- (5) Leaky tins containing dangerous petroleum shall not be discharged into a cargo-boat containing sound tins.
- (6) The bilges of every earge-boat which has carried a carge of petroleum shall, immediately after the carge-boat has been unloaded, be thoroughly cleared of all traces of such petroleum and dried and the holds shall be thoroughly contilated."

<sup>&</sup>lt;sup>5</sup> Bales 29, 21 & 21 (A) were inserted vide Notification No. 81-Marine, dated the 3rd September 1917. Provise to clause (6) of rule 21 \( \Lambda \) was inserted vide Notification No. 108-Marine, dated the 29th September 1918.

- " " Provided that, in the case of a cargo boat employed in the loading or discharging of a tanker vessel, this precaution shall not be necessary until the cargo boat has completed its work of loading or discharging."
- †† It shall be the duty of the Port Police to see that the precau-The snan de the duty of the Fore Folice to see that the precau-tions prescribed by rule 21-A of the Petroleum Rules (published with notification No. 143-Marine, dated the 30th November 1914, as amended by notification No. 81-Marine, dated the 3rd September 1917), are observed by all vessels and cargo-boats loading or unloading petroleum in the Port of Calcutta for transhipment or otherwise.
- 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 petro-Petroleum compris-ed in ship's stores. leum, other than dangerous petroleum, comprised in a ship's stores and manifested as such, provided it is not of unreasonably large amount. If any question arises as to whether any petroleum manifested as ship's stores is of an unreasonably large amount, the decision thereon of the Collector of Customs shall be final,
- 24. Nothing in the foregoing rules in this part applies to petro-Petroleam having leum which has a flash point of not less than 150° Fahrenheit by Abel's close test. 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, shalll 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.

Fee Rs.

LICENSE is hereby granted to for the storage in the storage shed described below, 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,

[Description of the storage shed above referred to.]

### ENDORSEMENT ON FORM A. Conditions of 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 uninflammable 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.

<sup>\*</sup> Proviso to clause 6 of rule 21 (A) was inserted vide notification No. 121-Marine dated 10th December 1918. † The words bracketed, were inserted vide Notification No. 75-Marine, duted 17th June 1915.

<sup>††</sup> Inserted vide Notification No. 82-Marine, dated 15th July 1924.

#### 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.

LICENSE is bereby granted to storage of the storage, in the storage shed described below, of gallons of dangerous petroleum subject to the rules for the storage of petroleum published in November 1914, and to the further conditions on the back of this licens.

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

The

[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 officers when the 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 and angrous 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 provise 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-light tinned or galvanized sheet iron, steel or lead plated receptacles containing cach not more than eixty-flue gallons and flitted with well-made filling boles and well-flitting serew plugs, or fitted with serew cap or other cap with metal air-light under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than throe-eighths of an inch, are made of tinned or galvanized sheet iron or steel, and have the following thickness of metal-

(1) When the capacity does not exceed two Not less that

(2) When the capacity exceeds two gallons

but does not exceed four gallons ... 22 B. W. G.

(3) When the capacity exceeds four gallons

(4) When the capacity exceed eight gallons ... 20 B. W. G. but does not exceed twenty gallons ... 16 B. W. G.

\* The words bracketed were inserted, vide Notification No. 75-Marino, dated the 17th June 1915.

5) When the capacity exceeds twenty but

does not exceed thirty gallons ... 14 B. W. G. (6) When the capacity exceeds thirty but

does not exceed forty gallons ... 12 B. W. G.

 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 sentence 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  $\Lambda ct$ .

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

 The storage shed shall be constructed of masonry or other uninflammable material with terraced, tiled, or iron roofs and with tiled or paved or carthen 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, 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

A combination of these methods is permissible.

10. All ventilating openings in the storage shed shall b 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

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 :-

		50 0110			
Quantity		ored.		Distances to	be kept clea
Not exceed	ling	500	gallons	 	20 feet.
From 50	0 to	1,000	10	 	25 "
,, 1,00	0 to	5,000	**	 	30 "
, 5,00	0 to ]	5,000	33	 	40 ,,
,, 15,00		25,000	,,	 	50 "
, 25,00		35,000	**	 	60 ,
., 35,00		50,000	33	 	70 "
,, 50,00	0 gallo	ns 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 uninflammable 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.

Fee Rs. 3.

LICENSE is hereby granted to storage shed described below, of

for the storage, in the gallons of dangerous petroleum

The words "Licensing authority" in provise to rule 15 were inserted vide Notification No. 102, dated 2nd August 1915.

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. 19

# [Description of the storage shed above referred to]. Endorsement on Form C.

The

#### 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 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 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 thickness 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 callons .. 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 ex-

traordinary 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.

- 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 uninflammable 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.

 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 net 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 incessed premises at or immediately adjoining the storage shed and for the sum a necessary for drawing off the petroleum, and during such energing of every reasonable precention shall be adopted for preventing the escape of dangerous petroleum or the vapour theoretion.

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

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.

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 exervation. The enclosure thus formed shall be of dimensions sufficient to entain 10 per cent. The shall be supported the escape therefrom of any oil in the form of liquid whether often encion of fire or otherwise. Settling or measuring tanks, may be stituated within the wall or exervation, but otherwise the space enclosed by such wall or exervation, but otherwise the space enclosed by such wall or exervation, 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 downways and other openings of the building shall be built up to a height of three feet above the level of the ground entside 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 surroun led 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 one hundred feet shall be kept clear between one storage tank and another, or between a 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.
- 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.

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

#### FORM E.

#### (RULE 8 OF CHAPTER IV OF PART II)

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

Fee Rs.

LICENSE is hereby granted to for the storage in the place described below, of gallons of netroleum 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

[Description of the place referred to.]

### ENDORSEMENT ON FORM E.

Condition 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 gallous 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 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,

 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 time shall be allowed in the soldering room at any one time than are necessary for expeditions 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.

Free of charge.

LICENSE is hereby granted to owner (or hirer) of a motorvehicle (or vehicles) for the possession of gallons of dangerous petroleum for use therein at \* and for its transport on the said

Situation and description of storage shed above referred to.

12

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 Govern-ment of Bengal in this behalf.

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

The

District Magistrate.

Commissioner of Police, Calcutta

ENDORSEMENT ON FORM F. Condition of License.

1. When not carried in a receptacle forming part of a motorvehicle 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 serew 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 tinned or galvanized sheet iron, or steel, and have the following thickness of metal :-

(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. 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.

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.

. 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 uninflammable materials: provided, however that the doors and windows may be of wood (when, however, the quantity of dangerous petroleum does not exceed 20 gallons, it may be kept in a garage, or separate store-room not directly communicating with any dwelling room or room where persons assemble.)

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 netroleum 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 unauthorised persons having access to any dangerous petroleum kept or transported and to the vessels containing or having actually contained, the same, and (b) 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 (or other place of storage referred to in condition 6) shall be liable to inspection by an officer not being of lower rank than an Inspector of Police, authorised by the Govern-

ment of Bengal in this behalf.

FORM G

(RULE I OF CHAPTER V OF PART II.) General license to transport petroleum other than dangerous petroleum.

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. The

Commissioner of Police, Calcutta

The words in brackets in condition 6 were added wide Notification No 70 Marine dated the 3rd August 1917.

#### Condition of license.

The petroleum, if not in bulk, shall be packed in air-tight tims 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 stoppared 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 be Native Passenger Ships Ack, 1887 (X of 1887), applies, may be packed in sound, well-coopered wooden casks of not more than 50 gallons canaged.

#### FORM H.

(Rule 2 of Chapter V of Part II.)

General license to transport dangerous petroleum, otherwise than in bulk

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

19 .

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

When the quantity to be transported at a time exceeds 65 gallons.

When the quantity to be transported at a time does not exceed 65 gallons,

District Magistrate.

Commissioner of Police, Calcutta.

ENDORSEMENT ON FORM H.

#### Condition of License.

1. The petroleum if not in bulk† must be contained in gaa-tight timned or galvanized sheet iron, or steel or lead plate receptacles containing each not more than sixty-five gallons and fitted with well-made filling holes and well-fitting serew plugs, or with serew cap or other cap with metal art-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 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.

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 scened 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 and Rule 4 A of Chapter V of Part II.)

Pass to be granted by the holder of General Liceuse No.

"en his agent duly authorised in writing" \* for the transport of

\*\*General Party of the transport of

This pass covers (
This pass covers (
This continue when the petroleum is transported in bulk.

Containing)\*

gallons of dangerous

petroleum being the property of

while in transport from

The

. Holder of General License No.

Converse en escel

<sup>\*</sup>The words "otherwise than in bulk" in form H shall be omitted vide Notification No.14-Marine, dated 2nd July 1920. †The words "if not in bulk" inserted in condition 1.

### FORM I-A

# (Rule 4-A of Chapter V, Part II.)

General authority to be given by the holder of a General License to his agent for the transport of petroleum. (Duplicate.)

I the holders(s) of General License No.	_W <sub>0</sub> tho holder(s) of General License No	We the holder(s) of General License No.
for the transport of mon-dangerous denorable to trole um denorable the transport of tra	le u m otherwise otherwise than in bulk than in bulk hereby authorise	for the transport of non-dangerous petro-dangerous petro-dangerous in bulk or otherwise than in bulk than in bulk than in bulk hereby authorise.
rules for the importation possession and transpart of petroleum, published in Nosification No. darted (as subsequently amended), for the transport of petroleum in respect solely of consignments, or part thereof, which may be conveyed to the man the conveyed to the solely of controleum in respect solely of consignments, or part thereof, which may be conveyed to the man the conveyed to the solely of the said rules.	(name and residence of agent) to issue passes in Form I appended to the rules for the importation, passession and transport of petroleum published in Notification No. , dated was undergoadly and and suberguandly appeared to petroleum in research of the petroleum in research of th	(name and residence of angent) to issue passes in agent) to issue passes in Form I approached to the rules for the importation, possession and transport of petroleum, published in Notification No. (as subsequently amended), for the transport of petroleum in respect solely of consignment of the petroleum in respect solely of consignment of the petroleum in the p
Holder of	by me under rule 4, Chap- ter V, Part II, of the said rules.	issued by ine under rule 4, Chapter V, Part II, of the said rules.
No	Holder of General License No	Holder of General License No
Station	Station	Station

F. A. A. COWLEY.

S cey. to the Govt. of Bengal.

#### ENDORSEMENT ON FORM I

#### Conditions of Pass.

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

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 filing holes and well-fitting server plugs, or with serow cap or other cap with metal air-tight nuclei-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.
- An air-space of at least one-tenth of its capacity must be left in each receptacle at the time of filling.
- 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.
  - II.—For dangerous petroleum in the case of the holder of a license in Form L.

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

- $1. \;$  The quantity of dangerous petroleum to be transported under this pass shall not exceed 60 gallons.
- 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 undercap. 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.

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 so. cured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or

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-earts 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 flashpoint 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.

Fee Rs. LICENSE is hereby granted to to transport from

cases or packages containing)\* gallons of petroleum subject to the rules contained in \* To be omitted when 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

District Magistrate.

Commissioner of Police, Calcutta. 19

Endorsement on Form J.

### Condition of license.

The petroleum, if not in bulk, shall be packed in air-tight tips or drams of steel or iron, or other receptacles not easily broken, or in tankearts 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 K.

(Rule 6 of Chapter V of Part II.)

Special license to transport dangerous petroleum.

No.

LICENSE is hereby granted to to transport \*(cases or packages containing in all)

• To be omitted of dangerous petroleum from when petroleum is transported in bulk. subject to the rules contained in Chapter V of Part II of 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 efficer 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

# Endorsement on Form K.

19

Condition 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 serew plugs, or with serew cap or other cap with metal air-tight undercap. 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.

When the canacity exceeds 2 but does not exceed 4 gallons ... ... 22 B. W. G.

When the capacity exceeds 4 but does not exceed 8 gallons ... ... 20 B. W. G.

When the capacity exceeds 8 but does not exceed 20 gallons ... ... 16 B. W. G.

When the capacity exceeds 20 but does not exceed 30 gallons ... ... 14 B. W. G.

When the capacity exceeds 30 but does not exceed 40 gallons ...

... 12 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 A General necesse is necessy granted so transport dangerous petroleum, otherwise than in bulk, up to \*\*g gallons at a time subject to the rules contained in Chapter V of Part II of 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 Bengaor an officer appointed by the Govern-ment of Bengal in this behalf.

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

District Magistrate. Commissioner of Police, Calcutta.

#### ENDORSEMENT ON FORM L

#### Conditions of License.

1. The petroleum must be contained in gas-tight tipped or galvanized sheet iron, steel, or lead-plate receptacles containing each not more than 4 gallons and fitted with well-made filling holes and note than \* guious and attend with well-finder liling holes and well-fitting screw plugs or with screw cap or other cap with metal air-tight under-cap. Such recoptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of

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 receptacle 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 to import dangerous petroleum at the port of Calentta, 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.

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 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.

When the capacity exceeds 2 but does not exceed 4 gallons ... 22 B W G

When the capacity exceeds 4 but does not (3) exceed 8 gallons ... 20 B, W. G.

(4) When the capacity exceeds 8 but does not exceed 20 gallons ...

... 16 B. W. G. 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, 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

#### FORM P

(RULE 8A OF CHAPTER IV OF PART IL)

License to possess dangerous petroleum in bulk.

No.

LICENSE is hereby granted to torage, in the place described below, of for the dangerous petroleum subject to the rules for the storage of petroleum nublished 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 in this behalf.

Tho

( Description of the place above referred to.)

#### Endorsement on Form P.

#### Conditions of License.

1. Each tank containing dangerous petroleum shall either be senarately 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 threefifths of its diameter.

 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

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

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

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.

<sup>\*</sup> These tanks shall not have a greater capacity than 30,000 gallons,

- 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 of sontained dangerons petroleum, until the tank has been theroughly 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 sercen walls are provided, or other special precantions taken, or where there are special circumstances which, in the opinion of the Chief Inspector of Explosives, warrant the reduction.

Rules for regulating the carriage of Petroleum in Native passenger ships.

# GOVERNMENT OF BENGAL-MARINE DEPARTMENT.

# NOTIFICATION No. 105-MARINE.

The 6th December 1917.—The following notification by the Government of India, publishing an amendment of the rules for 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 amplies:—

- \*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, except as fuel in bulk for the use of the ship, or as cargo, and under the following conditions,
  - (a) Such petroleum shall have a flash-point of not less than 150°F by Abel's close test.
  - (b) Petroleum carried as fuel in bulk for the use of the ship shall be carried in double bottom tanks.
- Notification No. 429-D, dated 17th November 1917, Government of India,
   Department of Commerce and Industry.

- (c) 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 as cargo.
- (d) Each consignment of petroleum shipped as cargo shall be covered by a declaration made and signed by the shipper in Form A (hereto annexed), if the petroleum has been imported into Brüish India, and otherwise in Form B.
- (e) Petroleum shipped as earge shall be shipped either in tinded enclosed in outer wooden cases or in hormotically said into steel drums: Provided that petroleum which has a flashing point not below 200° Fahrenheit, may also be shipped in sound, well-coopered wooden easks of not more than 50-gallons capacity.
- (f) The nature of every consignment of petroleum shipped as cargo shall be marked on the outside of the package containing it.
- (g) The petroleum shall be stored separately from all other eargo and, as far as possible, away from lights or fres and none shall be stored in any hold adjoining an engine or boiler, or in any compartment situated above the passenger spaces.
- (h) There shall be a water-tight bulkhead between the engineroom and any hold in which petroleum is stored, and the sluice-valves of such bulkhead shall be shut down and padlocked.
- (i) Save where electric light is used, no petroleum shall be shipped or discharged except between sunrise and sunset; no lights, other than electric lights, shall be lit in a hold in which petroleum is stored; and no smoking shall be permitted in or near any such hold.
- (j) No person shall, otherwise than along with, or with the authority of an officer of the ship, be permitted to visit a hold in which petroleum is stored.
- (b) No more passengers shall be carried than can, with safety, be accommodated in the ship's boats in case of accident unless the vessel is a coasting one proceeding on a short voyage and there are provided life-belts sufficient for such passengers as cannot be accommodated in the boats.
- (l) At any port in which a ship carrying petroleum is for the time being, the Chief Customs Officer, or such other officer as the Chief Customs Officer may nominate in this behalf, may take and test any consignment of such petroleum or any single case or drum thereof.
- (m) If any petroleum tested under clause (j) is found to be dangerous petroleum, defined as aforesaid, the whole consignment of which the petroleum tested formed a part, shall be liable to confiscation.

- 2. The officer authorised to grant a certificate in respect of a ship under sections 7 and 12 of the Native Passenger Ships Act, 1887 (X of 1887) shall, if there is petroleum on board, not grant the same without the consent of the Chief Customs Officer or such other officer as the Chief Customs Officer in this behalf.
- 2. Whoever commits a breach of any of these rules shall be unishable 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 continue.

#### FORM A.

We horeby do declare that the cases and drums presented for shipment on the S. S. contain imported potroleum, and that the petroleum is contained in the original packages in which it was imported into this country.

Shippers.

We hereby declare that the whole of the petroleum presented for shipment or S. S. seevered by flash point errificate No. dated from the officer appointed by the Local Government for testing petroleum, which true copy of which, certified to by us, is herewith attached.

Place Date

Date

Shippers.

Received with Government endorsement No. 1513-Marine, dated 11th September 1903, and published in Part I of the "Calculta 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 Calenta with petroleum in bulk:—

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

 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 depôt 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.

"Fees shall be paid for the services of Customs-officers and poons employed between the hours of 0 km, and 0 km, of any day or on ordinary holidays in secontant with the scale of fees payable to Percentive Officers for work on biothetin and to poons for work in customs what we have a more than the custom when the bound of the customs are successful to the condition that the hours of night work at whatever hour commoned shall be reckoned from 9 km, till the time when the work is

For work on Sundays and special holidays, as defined by rules under the Sea Customs Act, the fees paid shall be double those paid for work on ordinary holidays."

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 licenses under section of of the Inuitan Petroleum Act, 1899, shall be submitted by persons desirous of importing dangerous petroleum in quantities exceeding 40

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.

\* Noti cation No. 120-Mnc. of 29th October 1915.

### 15th July 1919.

. †No. 82-Marine.—In exercise of the power conferred by clause (e) of sub-section (1) of section 6 of the Indian Ports Act, 1908 CXV of 1908), the Governor in Council is pleased to make the following rule for regulating vessels whilst taking in or discharging potroleum in the Port of Calcutta.—

#### RULE.

It shall be the duty of the Port Police to see that the precautions prescribed by rule 21-A of the Petroleum Rules (published with notification No. 143-Marine, dated the 30th November 1914, as a amended by notification No. 81-Marine, dated the 3rd September 1917), are observed by all vessels and cargo-boats loading or unloading petroleum in the Port of Calcutta for transhipment or otherwise.

F. A. A. COWLEY,

Secretary to the Government of Bengal.

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

Certified that	sample	of the oil of	the description	n given below
for shipment per	S. S		to	
has been tested	by me a	nd that their	Hashing · point points	is as stated
against same.				
Description of oil whether in cases, in casks, in drams, in tanks or in bulk.	Brand.	No. of cases, casks, drums or tanks.	Quantity.	Flashing point by Abel's test.
				1
				1
Port of shipm	ient			
Dated	_the	day	19 .	
	N	AME OF SHIP	PER.	4.5

Signature and designation of Testing Officer.

† No. 82-Mne. of 15th July 1919.

#### CARBIDE OF CALCIUM

#### NOTIFICATION-No. 41-Marine of 19th April 1906.

. In the following rules and forms, the expression "the town of Colentta" means all places within the local limits of the Original Civil Jurisdiction of the High Court of Judicature at Fort William in Bengal; and the expression "suburbs of Calcutta" means the area excluded under section 1 of the Calcutta Evaluation Police Ad, 1856 (Bengul Act II of 1886), from the general police district of Bengul.

PART I.—OF IMPORTATION OF CARBIDE OF CALCIUM.

Ports of import.

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

2. The master or the agent of the owner of every ship arriving Daty of master or at any such port and carrying earlied of calcium agent on arrival of shall, on entering the harbour and hefore harbing ship.

O Usatoms, 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 can direct, and, while any earlied 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 Description of terminically closed metal vessels each containing not more than two hundred and twenty-four pounds the label and caution hereinsider prescribed by rule I of Part V, and these vessels shall be of such strength and construction or so protected as not to be liable to be broken or to become defective or inscoure in conveyance, otherwise than by gross negligence or extra-ordinary accident.

\*3A. "The contents of vessels containing carbide of calcium, which are not packed as required by rule 5, or which are broken or defective will be liable to be drowned in deep water in the harbour at the expense of the consignees under instructions from the Collector of Customs."

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 earbide affects.

from being ignited.

† (Vide No. 30-M of 28-2-21.) \* Rule 3 A was inserted vite Notification No. 37-Marine, dated 24th March 1920.

- (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 celulum 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 Facilities to be afford with earthide of calcium on board shall, when so required by the Collector of Customs or by the form of the control o

pointed by the Comment of the Commen

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

47A.—All carbide of calcium landed from any ship shall be removed without unnecessary delay to some duly licensed place of storage, and, if conveyed by water, shall be conveyed only in an open barge duly licensed by the Commissioners for the port of Calcutta for the conveyance of carbide of calcium.

8. On receipt of the declaration referred to in rule 2, the Collanding.

| Permission | for lector of Customs shall permit the carbide of callanding. |

PART IL.—OF POSSESSION OF CARBIDE OF CALCIUM.

1. No carbide of calcium shall be kept at any place, with carbide of calcium to be "commercially pure," i.e., unless it contains no impurities liable to

ciuretted hydrogen so as to render the gas evolved liable to ignite

2. No license shall be required for the possession of carbide Conditions of possession and sale of calcium (i) in any quantity not exceeding five pounds if it is kept

not more than one pound, of the nature described in, and labelled as required by rule 1 of part V; (ii) in any quantity exceeding five but not exceeding twenty-eight pounds where the following

\*In Calcutta.

†(Vide No. 30 M of 28-2-21.)

conditions are observed and the vessels containing it are labelled as required by rule 1 of Part V:—

- (a) The carbide shall be kept only in metal vessels hermetically closed at all times when the carbide is not actually being placed in or withdrawn from such vessels;
- (b) the vessels containing carbide shall be kept in a dry and well ventilated place;
- (c) due precautions shall be taken to prevent unauthorized persons from having access to the carbide;
- (d) notice shall be given of such keeping to the licensing authority referred to in rule 8 of this Part, and free access shall be afforded to any duly authorised in spector to inspect the portion of the premises where the carbide is kept and the generator, if any, is situated.

Where a fixed generator is used on the premises:-

(e) full and detailed instructions as to the care and use of the generator shall be kept constantly posted up in such place as to be conveniently referred to by the generator attendant.

Where it is desired to keep a greater quantity or where the above conditions cannot be complied with, application must be made to the licensing authority for a license.

- 3. Carbide of calcium in any quantity exceeding twenty-Licenses for possession. eight pounds may be kept only under a license to possess carbide of calcium granted under these rules. Every application for such a license shall be in form A in the schedule, and where the applicant proposes to engage in the manufacture of acetylene gas, the generating apparatus to be used by the licensee must, if manfactured in British India, have been examined by such competent authority as the Local Government or Administration of the Province of manufacture may from time to time specially authorized in this behalf, and certified by it to be suitable; or if imported, must either have been so examined and certified, or be of a type approved by the Committee on Acetylene Generators appointed by the Department of His Majesty's Inspector of Explosives,
- 4. Notwithstanding anything contained in rule 3 of this Starsge of carbide of Part, carbide of calcium may, with the special permission of the Local Government, and on license in premises provided for the purpose, be stored without a
- Note—This rule is intended to be applied only in the case of Port Trust and similar premises.

Situation of storage 5. Carbide of calcium shall be stored.

- (I) if in quantities aggregating not more than four hundred and fifty pounds—in a suitable uninhalited building at least twenty feet away from any other premises: provided that quantities not exceeding two hundred and twenty-five pounds may be stored in a place connected with a shop at a distance of at least ten feet from other premises;
- (2) if in quantities aggregating more than four hundred and fifty pounds and not more than three thousand pounds—in a suitable uninhabited building at least forty feet away from any other premises;
- (3) if in quantities aggregating more than three thousand pounds and not more than fifty tons—in an uninhabited building at least one hundred feet away from any other premises.

Not more than fifty tons of carbide of calcium shall be stored in any one building.

Construction of storage buildings.

6. Every building for the storage of carbido of calcium shall be—

- (a) constructed with stone, brick or iron walls with terraced, tiled or iron roofs, and with tiled, paved or comented, or iron or steel floors raised at least a foot above the ground level; and
- (b) well ventilated and water-tight to the satisfaction of the licensing officer.
- 7. Carbide of calcium shall be stored only on racks or trestles standing at least one foot above the level of the ground, and no articles of an inflammable or combustible nature shall be kept in the same
- 7 A. If any carbide of calcium becomes wetted while being stored, it shall be destroyed by immersion in deep water under instructions from the licensing authority. If, however, deep water is not available, the wet carbide of calcium shall be spread out in the open in an insolated position, all precautions being taken to prevent lights being brought near until the material has given off all its gas.

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

8. License to possess carbide of calcium shall be in Form Bin the schedule, and may be granted by the Com-missioner of Police in the Town of Calcutta, Licenses for posses. and elsewhere by the District Magistrate or any Magistrate of the first class, or by such other officer as the Local Government may, from time to time, by an order in writing appoint in this behalf.

9. Such licenses shall be in force for one year Continuance of from the dates of issue :-

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

10. The fee for a license to possess carbide of Fee for license calcium shall be five rupees.

- 11. Every application for the renewal of a license to possess carbide of calcium shall be made in the same Renewal of license. manner as an application for an original license,
- 12. Every such application shall be made at a date not less Date of, and fee for, than fifteen days prior to the date on which the original license expires. The fee charged for the renewal of a license shall be three rupees.
- 13. Every retail vendor of carbide of calcium, selling any quantity exceeding half a pound to a purchaser, Packing and marking n sale by retail shall deliver it to him in an air-tight tin or drum, packed and marked in accordance with these rules, and bearing the name of the vender plainly printed on
- 14. Every retail vendor shall keep his carbide of calcium in Packing and opening a receptacle which can be easily opened and closed again so as to be air-tight, and shall open for the purposes of sale, not more than one receptacle at a time,

# PART III .- TRANSPORT OF CARBIDE OF CALCIUM.

- 1. No license shall be required for the transport of carbide of calcium in any quantity not exceeding five Conditions of trans. pounds if it is packed in separate vessels, each port without license. containing not more than one pound, of the nature described in, and labelled as required by rule I of Part V.
- 2. Carbide of calcium in any quantity exceeding five pounds may be transported only under a license to Conditions of trans. transport carbide of calcium granted under these port under license. rules, and shall not be deposited at any time during transit in any building other than a building fulfilling the

requirements of rules 5 and 6 of Part II, and shall not be stored in any such building except in accordance with the conditions as to storage prescribed by rule 7 of Part II.

- 3. Notwithstanding anything contained in rule 2 of this 3. Notwithstanding anything contained in the 2 of the Conditions of transport, carbide of calcium while in the possession of a railway for transport, shall not be stored port by railway. in any railway goods shed, but shall be stacked in the open under waterproof sheets and so placed as to prevent its getting wet.
- 4. All lights shall be kept away from carbide of calcium stacked Special precautions, as provided in rule 3 of this Parts
- 5. If any carbide of calcium becomes wetted while in the possession of a railway for transport, it shall be disposed of as laid down in rule 7A. of part Method of disposal if wetted in transit. II of these rules.
- 6. (1) Where carbide of ealcium is transported by passenger Condition of trans. train, no quantity exceeding four hundred and port by passenger fifty pounds shall be carried by any one train and the vehicles shall be well ventilated and as far as possible water-tight.
- (2) In no circumstances shall a naked lamp or other unprotected artificial light be taken into a wagon, vessel or conveyance containing carbide of calcium.
- 7. Licenses to transport carbide of calcium shall be either general or special in Form C or Form D in the Transport licenses. schedule, and may be granted by the Commissioner of Police in the Town of Calcutta, and elsewhere by the District Magistrate or any Magistrate of the first class, or by such other officer as the Local Government may, from time to time, by an order in writing, appoint in this behalf.
- 8. A general license to transport carbide of calcium may be granted only to a person who holds an annual license to possess a quantity exceeding four Grant of general transport license hundred and fifty pounds of carbide of calcium,
- 9. A special license to transport carbide of Grant of special transport license. calcium may be granted to any person for a particular consignment at the discretion of the licensing officer.

Fee for general transport license. cium shall be three runees.

10. The fee for a general license to transport carbide of cal-

Application for general transport

11. An application for a general license to transport carbide of calcium shall state-

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

(b) the period of currency of that license.

the applicant expires.

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

Application for a special transport license

- 13. An application for special license to transport carbide of calcium shall state-
- (a) the place from which the earbide of calcium is to be trans-
- (b) the place to which it is to be transported :
- (c) the number of drums or cases;
- (d) the quantity in each drum or ease;
- (e) the name and address of the consignee.
- (/) Whether the consignee has a license to possess carbide of calcium sufficient to cover the amount transported; and
- (g) the date on which it is proposed to despatch the consign-
- 14. A special license to transport carbide of calcium shall be in force for such period, not exceeding one month Continuance of spofrom the date of the grant of the license, as cial transport license. may be specified on the same.

Fee for specified transport license.

- 15. The fee for a special license to transport carbide of calcium shall be one rupee.
- 16. The holder of a general license to transport carbide of calcium shall, with each consignment conveyed under cover of his license, issue a pass in Form Issue and contents E in the schedule specifying-
  - (a) the places from and to which the carbide of calcium is to be transported;
  - (b) The quantity of carbide of calcium covered by the pass,
  - (c) the name and address of the consignee; and
  - (d) whether the consignee has a license to possess carbide of calcium sufficient to cover the amount transported.
- 17. Carbide of ealcium may be transported within this 'province under cover of any license granted by the pre-Validity of license scribed anthority in any other province provided granted province. that the conditions of such license are observed throughout the period during which the carbide of calcium is in transit,

### PART IV .-- OF INSPECTION.

1. The Commissioner, the Deputy Commissioner or an Assistant Commissioner of Police in the town of Calcutta. Powers of Inspecting and elsewhere the District Magistrate, the Subdivisional Magistrate or any Magistrate subordinate to the District Magistrate appointed by him in this behalf by order in writing, or any other officer appointed by the Local Government in this behalf, may at any time enter any premises in respect of which a license to possess carbide of calcium has been granted or the purpose of inspecting the same.

- 2. Any officer so inspecting may require a sample or samples Requisition of samples.

  Requisition of samples. inspected.
- 3. The licensec of any premises inspected shall personally or through a representative show to the officer so inspecting every place and every vessel in which carbide of calcium in his possession is kept, afforded to inspecting deliver any samples required, and give such assistance as that officer may require.
- 4. Where a license to transport carbide of calcium has been granted, any officer authorized under rule 1 of Inspection during granted, any omeer are many on this Part may, at any time and on or before the arrival of the carbide of calcium at its destination board any ship or detain any conveyance, used for such transport for the purpose of inspecting the license granted for the transport of the consignment or the pass used by the licensee and seeing whether the provisions of these rules and the conditions of the license have been complied with.

### PART .V .-- GENERAL.

Description and I. Where carbide of calcium-

- (a) is imported or kept at any place after seven days from the date of its importation, or
- (b) is transported, or
- (c) is sold or exposed for sale,

it shall be contained in substantial hermetically closed metal vessels each containing not more than two hundred and twenty-four pounds, having no copper in their construction and having attached to them labels stating in conspicuous characters the words-"Carbide of calcium-dangerous if not kept dry," together with the following caution:-

The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas.

and with the addition —

- (d) in the case of a vessel kept, of name and address of the consignce or owner;
- (e) in the case of a vessel transported, of the name and address of the sender;
- ( f ) in the case of a vessel sold or exposed for sale of the name and address of the vendor,
- 2. A licensing officer may, for reasons to be reported to the Local Government, refuse a license in any case, the reasons for Refasal of license refusal being communicated to the applicant if a request to that effect is preferred by him; and the Local Government, may on receipt of such report, and on any representation made to it by the applicant, pass such orders on the case as it thinks fit.
- 3. Any explosion or accident occurring in connection with the importation, transport, possession or sale of carbide of calcium shall Report of accident, to reported by the person in charge of the same police station.
- 4. Where a licensee dies or becomes insolvent or becomes procedure on death mentally incapable or otherwise disabled, the ordinability of licensee, person carrying on the business of such licensee 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 uncerpired on payments of one rupee.
  - 5. Where a license granted under these rules is lost or accidentally destroyed, a displicate may be granted on payment of a fee of eight annas.
- 6. The fees chargeable under these rules shall ordinarily be Level to means of impressed stamps. An application of the grant or the renewal of an license shall bear the proper stamp provided that, if the application is refused, the value of the separate stamp (if any) which may have been already provided by the applicant for the desired license or renewed license, witness the deductions presently by section 54 of the Indian Stamp Act, 1899 (11 of 1899), may be refunded to the

applicant. An application should not be made on the stamped paper intended for the renewed license; but where this has been wrongly done, the value of the stamp may be refunded minus.—

- (i) the value of the stamp which should have been affixed to the application, and
- (ii) the deductions prescribed as aforesaid,

Where the fees leviable under these rules have been made over to any Local body, the fees shall be paid in such manner as that Local authority may from time to time direct.

7. Any person holding a license or acting under a license granted under these rules shall be bound to produce the same when called upon to do so by any Magistrate in charge of a police station.

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#### The Schedule.

FORM A.

REGR. No.

Application to the

for a license to passess

Carbide of Calcium.

Name in full of applicant with particulars of his residence.

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

Situation of building for which the license is required.

Quantity to be covered by license.

- Is the carbide for use or for side unopened in the vessels in which it is received, and, if not, what will be done with it?
- In what vessels will the carbide be kept, what is the capacity of same, how are they closed against moisture, and of what material are they made?

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

How are the premises constructed.

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

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

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

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

How is it proposed to dispose of the residue?

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

Signature of applicant,

Postal address.

Dated

#### FORM B.

No.

A license to possess not more than pounds of carbide of calcium at any one time in the building described on the reverse is hereby granted to

subject to the rules and conditions endorsed hereon. This license shall continue in force till and become void after, the

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

Signature.

Dated

192 . .

ENDORSEMENT ON FORM B.

[ Here enter rules, 1, 2, 3, 5 to 14 of Part II, 1 to 3 of Part IV, and I to 7 of Part V.  $\rceil$ 

### CONDITIONS.

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

- 2. If the licensing officer or any officer appointed under rule 1 of Part IV calls on the license-holder by notice in writing to execute any repairs to the building licensed which may, in the opinion of such officer, be necessary for the safety thereof, the license-holder shall execute the repairs within such period, not being less than one week from the date of receipt of the notice, as may be
- 3. Subject to the provisions of rule 2 of Part II, the licenses that not deliver any quantity of carbide of calcium exceeding twenty-eight pounds to any one who has not a license under section 11 of the Act, or any quantity of such carbide of calcium exceeding half a pound except in accordance with the rules as to the manner in which carbide of calcium is to be packed.
- 4. Vessels containing carbide of calcium shall be opened only for the time necessary for the removal of any quantity of carbide of calcium or for the refiling of other vessels. During such removal or refilling every reasonable precaution shall be adopted for preventing moisture being brought into contact with the carbide of calcium as well as for guarding against the risk of ignition of any gas which may be liberated.
- Every storage vessel of a greater storage capacity than two pounds shall be secured with a lock or be kept in a locked receptacle so as to prevent unauthorized persons having access to the contents.
- 6. Due precautions shall at all times be taken for the prevention of accidents from fire, and no snoking, light, or fire in any form shall be permitted at any time within or near the building in which the carbide of calcium is stored.
- 7. If carbide of calcium is used for the manufacture of acety-lene gas, the following precautions for ensuring safety shall be adopted:—
  - (a) The apparatus used must, if manufactured in India, have been examined by ——and certified by it to be suitable, or, if imported, either have so examined and certified re be of a type approved by the Committee on Acetylene Generators appointed by the Department of His Majesty's Inspector of Explosives, London.
  - (b) Every apparatus for generating and storing acetylene gas other than a portable apparatus holding a charge of less than two pounds of carbide of calcium shall be placed in an outbuilding which shall be separated as far as may be practicable from any inhabited building and shall be well excitiated.
  - (c) No fire or such artificial light as would ignite inflammable gas shall be taken into or near the building, in which a gasmaking apparatus is placed.

- 8. Every apparatus (including generator and gas holder) used for the manufacture of acetylene gas shall as far as practicable, be constructed and used so as to provide against special risk, that is to say:—
  - (a) Copper shall not be used in any part of the apparatus.
  - (b) The various parts shall be of adequate strength.(c) The escape of gas from the apparatus shall be carefully
  - (c) The escape of gas from the apparatus shall be carefully guarded against.

    (d) Satisfactory provision shall be made against the dangerous
  - development of heat.

    (c) Satisfactory provision against undue pressure shall be made by the employment of an adequate sately valve connected with a pipe discharging into the open air and a suitable pressure gauge shall be attached to the apparatus.
  - (f) Provision shall be made for the residue of the carbide of calcium being mixed with at least ten times its bulk of water on being removed from the apparatus.
  - (g) No person shall have charge of an apparatus unless he has been properly instructed in its management.

FORM C.

No.

A general license to transport pounds of carbide of calcium by rail, by road or by water,

, is hereby granted to subject to the rules and conditions endorsed hereon. This license shall continue in force till, and become void after

Signature.

Dated the

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ENDORSEMENT ON FORM C.

Rules.
6 to 8, 10 to 12 and 16 of Part II

[Here enter rules 1, 2, 6 to 8, 10 to 12 and 16 of Part III, rule 4 of Part IV, and rules 1 to 7 of Part V.]

Conditions.

 This license is given subject to the provisions of the Indian Petroleum Act, 1899 (VIII of 1899), and the abovementioned rules for the transport of carbide of calcium made thereunder.

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- Where the carbide of calcium is conveyed by steamer, it shall be stowed in any such part of the steamer and in such manner as may be approved by the licensing officer.
- 3. Where the carbide of calcium is conveyed by rail, it shall be subject to all the regulations which may, from time to time, be prescribed generally or specially in that behalf by the railway authority of the line over which it is conveyed.

#### FORM D.

No

A special license to transport of carbide of calcium from hereby granted to subject

ort pounds
to is
, subject to the rules and conditions

Dated the

The weight of carbide of calcium in cach package shall not exceed

This license shall continue in force till, and become void after, the day of 192

Signature.

Dated the

192 .

# ENDORSEMENT ON FORM D.

#### Rules.

[Here enter rules 1, 2, 6, 7, 9 and 13 to 15 of Part III, rule 4 of Part IV, and rules 1 to 7 of Part V.]

### CONDITIONS.

- 1. This license is given subject to the provisions of the Indian Petroleum Act, 1899 (VIII of 1899) and the abovementioned rules for the transport of carbide of calcium made thereunder.
- Where the carbide of calcium is conveyed by steamer, it shall be stowed in any such part of the steamer and in such manner as may be approved by the licensing officer.
- 3. Where the carbide of calcium is conveyed by rail, it shall be subject to all the regulations which may, from time to time be prescribed generally or specially in that behalf by the railway authority of the line over which it is conveyed.

#### FORM E.

No.

This pass covers packages containing pounts of carbide of calcium being the property of (consignee's name)

to to

The said (consignee's name) has a license to possess carbide of calcium sufficient to cover the amount above mentioned.

Holder of General License No.

#### The 29th May 1917

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No. 46-Mavine.—Under the provisions of rule 8 in Part II of the rules published under Notification No. 41-Marine, dated the 19th April 1996, as amended by Notification No. 3-Marine, dated the 16th January, 1997, relating to the importation, possession and transport of carbide of calcium in Bengral, the Governor in Council is pleased to appoint the Commissioners for the Part of Calcutat to be the licensing authority in respect of the quantity of carbide of calcium stored in their sensing rodown built for the nurrely

### ACETYLENE. \*

In exercise of the powers conferred by sections 17 and 6 of the Indian Explosives Act, 1884 (IV of 1884), and in supersession of the notification of the Government of India in the Department of Commerce and Industry, No. 706-39, dated the 30th January 1915.—

I. The Governor-General in Council is pleased horeby to declare that acetylene, when liquid or when subject to a pressure above that that categories are the subject to a pressure above that the subject to a pressure above that the subject to a pressure above that we hundred and fifty inches in height, and whiter or not in admixture with what the substances, or when in admixture with other substances, and the subject to the substances shall be deemed to be an explosive that if it be shown declared to be an explosive of the said, exception when if it is be shown declared to be an explosive by this notification when in admixture with any substance, or in any form or condition, is not possessed with any substance, or in any form or condition; and proporties, 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 accepte
in admixture with air when such 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 activator of acetylene and air which may unavoidably and constructed with a view to the production of pure acetylene:

Provided also, that acctylenc, when in admixture with oil-gas (bat is to say a gas manufactured from mineral oil), shall not when under compression be deemed to be an explosive within the meaning of the said Act, if the following conditions are infillied, namely.

- (1) The acetylene shall be generated only by the Atkins Dry
- (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 gasus are subjected to compression.
- (4) The mixture shall not be compressed to a pressure exceeding one hundred and fifty pounds to one square inch:

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

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

- The porous substance shall fill as completely as possible the cylinder into which the acetylene is compressed.
- (2) The porosity of the substance shall not exceed eighty per cent.
- (3) Any acctone or other solvent used shall not be capable of chemical reaction with the acctylence gas or with the perous substance or with the metal of the cylinder, and the quantity of acctone or other solvent shall be such that when fully charged with acctylence it shall not completely fill the porosity of the perous substance at any temperature likely to be met with in ordinary practice or use.
- (4) A drawing showing the method of construction of every type of eyinder it is proposed to use for the storage of compressed acetylene gas shall be deposited with the Chief Inspector of Explosives with the Government of India and no cylinder shall be so used unless it is of a design approved in writing by the said Chief Inspector.

Provided that this shall not be deemed to prohibit the use of existing cylinders for a period of five years from the date of this notification.

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

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

- (6) Every cylinder capable when empty of containing one cubic foot of water or more in which under this notification the pressure allowed may be two hundred and twenty-five pounds to the square inch, shall be annealed and every cylinder shall be tested by hydraulic pressure to a pressure of not less than four times the pressure to which the cylinder is to be subjected in use, such hydraulic pressure to be maintained for a period of not less than fifteen minutes and no cylinder shall be used which on the first occasion of its being subjected to this test shall show any permanent stretch.
- (7) The compression of the acetylene shall be carried out only on such premises as shall have been approved in writing by

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

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

- (8) No firm shall charge with acctylene any cylinder manufactured by any other firm unless it is in full possession of full particulars and previous history of such cylinder, or has otherwise assured itself that the cylinder complies with the requirements of such notification,
- (9) Whenever a cylinder is charged with acctylene it shall be subjected to a thorough visual examination if the history of the cylinder shows that it has not been subjected to such an examination within the previous twelve months and at the same time the valve shall be removed and the conditions of the porous substance at the neck of the cylinder
- (10) Every cylinder shall have permanently and conspicuously marked upon it or upon a brass plate soldered to it the name of the manufacturer and the words "Acetylene com-pressed into porous substance exempted by the notification of the Government of India in the Department of Commerce and Industry No. 596-D., dated the 6th December 1919"; and every cylinder shall bear a label giving the date when it was last charged together with the name of the firm by which it was charged, the address of the last charging station and the maximum pressure allowed in the cylinder. Every cylinder capable when empty of containing one cubic foot of water or more and manufactured after the date of this notification shall have stamped upon it the name or the trade mark of the manufacturer and the serial
- (11) Each charging firm shall keep a record of every cylinder charged by it. This record shall give the following in-
  - (a) the date of each charging of the cylinder;
  - (b) the dates upon which solvent has been added;
  - (c) the dates upon which the cylinder has been thoroughly examined as provided in condition (9),

the results of each such examination, and the name of the person carrying out such examina-

in the case of cylinders first issued by the firm, the tare weight of the cylinder including porous substance and acetone or other solvent, the nature of the solvent and the maximum pressure allowed in the cylinder. The record shall be open to the inspection of the Chief Inspector of Explosives and Inspectors of Explosives with the Govern(12) Every facility shall be given to the Chief Inspector of Explosives and Inspectors of Explosives with the Government. of India to inspect the apparatus and method by which the cylinders are charged.

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

> A. H. Ley. Secretary to the Govt. of India.

Importation & Shipment of gases & liquids under pressure.

Notification No. 2-Marine of 15th January 1924.—In exercise of the powers conferred by sub-section (3) of Section 126 of the Calcutta Port Act 1890 (Bengal Act III of 1890), the Governor in Council is pleased to sanction the following by-laws to regulate the importation and shipment of gases and liquids under pressure, made by the Commissioners for the Port of Calcutta, under Section 126, sub-section (1). Clauses (b) and (c) of the Act :-

#### Bve-Laws.

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

- (1) Cylinders must comply in every respect with the recommendations made by the Home Office Committee appointed in 1895 and must not exceed S ft. in length and 10 inches in diameter.
- (2) Cylinders must be separately and securely packed in a strong wooden case or in a covering made of closely plaited one-inch (circumference) hemp, coir or matting of such nature except that :-
- (i) several small cylinders not exceeding 24 inches in length and 4 inches in diameter may be packed in one box, provided that each cylinder is contained in a separate compartment or is separately encased in closely plaited 1 inch (circumference) hemp or coir or matting of such nature. Each box must not contain more than 25 small cylinders and the gross weight of each box and contents must not exceed 21 cwt.
- (ii) small cylinders not exceeding 12 inches in length and 3 inches in diameter containing nitrous oxide may be packed in wicker-work baskets containing two such cylinders in separate compartments,

- (3) All cylinders shall be sufficiently marked as to be easily identifiable as containing gas or liquid under pressure.
- (4) Discharge and loading at night will not be permitted.
- (5) Delivery from the ship's side shall be effected by the consignce immediately, as far as possible, and in any case within 24 hours, failing which they will be removed to the Hazardons Godown at the consignce's con-
- (6) After being landed and until removed or placed in the Hazardous Godown, all cylinders shall be adequately protected from the sun's rays by a suitable covering.
- (7) Cylinders containing gases and liquids under preserve brought for shipment, shall not be placed on any quay, wharf or road and allowed to remain there, but shall be shipped immediately.
- (8) Cylinders containing gases and liquids under pressure must not be placed near a fire or exposed to other

A. MARR.

Secretary to the Government of Bengal.

# RULES UNDER GLANDERS AND FARCY ACT.

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

### RULES.

Definition of terms used in these rules. In these rules—

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

N.B.—By virtue of scotion 20 of General Clauses Act, 1897 (X of 1897) expressions used in these rules have the same meaning as in the Glanders and Earcy Act, 1899; consequently the expression "diseased" has the meaning stated in section 2 (2) of the latter Act, and the word "horses" includes assess and multes—act

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

Duties of Master and signaller on arrival of vessel of on board arrives off Saugor Island,—
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 Saugor shall telegraph at once to the Principal advising the arrival of the vessel.

Nore-The telegraphic address of the Principal is "Bencol" Calcutta,

- 4. When any horse is suspected of being diseased, the owner suspected diseased or person in charge shull 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
  hospector.

  in or about to enter the port, an Inspector may
  hospector.

  whether there is any horse which is disconsed.
- (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 vesse, 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 Procedure when horse on board a vossel in the port is discassed or Inspector believe has been in contact with a diseased horse series bursto be diseased. Such horse under section 6 of the Act, he shall 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. (f) When an Inspector seizes a horse, he shall present to the Master of the vessel, or to the owner or demendent after before the order of the relations of them. In their post of 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 host is found on examination by a Veterinary Practitioner to be diseased, the Inspector shall, as soon as practicable, precure from unpractitioner a certificate in the said form, and shall serve a copy of it on the said Master, owner or preson.
- S. When the destruction of a horse has been ordered under Destruction of Section 8 of the Act, it shall be destroyed humanely in the presence of an Inspector, and the careas 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 surject from surra or lymphangitis epizootica, a Voterinary 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 entitled:—

### Provided as follows :-

- no horse so treated shall be discharged unless certified to be cured of the disease by an examination at the Bacteriological Laboratory of the Bengal Veterinary College at Belgachia, and
- (2) in the event of the disease proving incurable, the horse shall subject to the restriction imposed by the following rule, be humanely destroyed in the presence of an Inspector,
- No horse certified to be suffering from surra or lymphangitis epizaotica 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 Bolgachia.
- 10. When a horse or carcass which is diseased or believed to be premations due diseased is about to be removed to another place sigtematic dives for examination, shughter, cremation, burial or any or carcass.

  other lawful purpose, the owner or person in charge of the horse or carcass shall attach a suitable covering over the nestrial 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. (I) If a discased horse dies, or is destroyed under the Act, inappeal of earther over or person in charge of it shall, as soon as, easier of discased possible, and with all due care for the prevention of the contagion to other horses and to human beings, cause the careass to be taken to a suitable place to be there burnt or buried or otherwise disposed of in the safest and most efficucious 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. (I) Whenever an Inspector issues a notice under section 9

  Methods of disinfection of vessel to the Act to the Master or the officer in charge of a under section 9 of the Act to the Aue the same disinfected, such disinfect the Act.
  - (a) all refuse derived from cleansing, and all dung, litter, straw-grass or hay, shall be taken to a suitable place and burnt;
  - (b) every piece of stable gear connected in any way with a 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;
  - (a) in the case of a sailing ship or of a steamship unprovided with a steam hose, the procedure prescribed in clause (a) 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.
- Examination of vessel by Inspector after disinfection.

  13. (I) 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 heaver of ex. Act or these rules, any horse which a Veterinary penses in dealing Practitioner has certified to be disasced, shall be delarge of the horse:

Coopered 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 Voterinary College, if it is proved to his satisfaction that the debit 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 Recovery of sums recoverable on application to a Magistrate, as if dec. they were fines.
- 16. If, after completing the examination, the Veterinary Practifler examination, the intervention is of opinion that the horse is not diseased, a horse is not certified to diseased, the expenses incurred shall be debited to Government.
- A77. In the event of obstruction the Police shall, on the written Police.

  Police.
- 18. Every Inspector and every member of the Veterinary Pre-Uniforms, ventive 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 Penalty for breach punishable with imprisonment for a term which
  of rules.

  may extend to one month, or with fine which may
  extend to fifty rupees, or with both.
- 20. (1) Compensation may be given to the owner of a horse which is-
  - (1) clinically diseased;
  - (2) apparently healthy
    Compensation.

    Compensation.

    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 of 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

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

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

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 5.7

GLANDERS AND FARCY ACT, 1899.

Certificate of the Appointment of Inspector.

Certified that

ment notification No. has been appointed by Governto be an Inspector under the Act, to exercise and perform the powers to be an inspector under the Act, to exercise and perform the conferred and the duties imposed by that Act on such officers.

Principal, Bengal Veterinary College.

## SCHEDULE II

# [Sec Rule 7.]

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

Notice is hereby given to you

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

Inspector under the Act.

# SCHEDULE III.

[See Rule 7.]

GLANDERS AND FARCY ACT, 1899.

Certificate that a horse is diseased.

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

A horse, as noted in the margin, said to belong to

, of of having been seized under the said Act by Inspector , I have this , or to have been in charge of Descriptions... Colour, Apparent age Brand or other marks of identi-

examined the said horse and believe it to be diseased within the meaning of section 2 (1) of the said Act.

Belgachia, Calcutta.

Veterinary Practitioner.

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Charges on goods, Imports

Charges on goods, General

Charges on goods, Exports

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# Charges on goods-Imports.

1. River Due on Imports.

River due on Imports is charged at the following rates:-

- (a) On all goods discharged directly from any sea-going vessel into a Commissioners' lighter, on to the quay in the Docks, or on to the Calcutta or Garden Roach Jetties, 8 annas per ton when the landing-charge is levied by weight and in other cases at a rate equal to two-fifths of the landing-charge.
- (b) On all other goods discharged from any sea-going vessel —when freight is charged by weight by the steamer companies at the rate of Re. 1 per ton; when freight is charged by measurement by the steamer companies at a rate equal to four-fifths of the landing-charge which would have been levied had the same goods been landed by the Commissioners.

In the case of all petroleum to which the Indian Petroleum Act applies, the river due is calculated on the following basis:—

Petroleum in bulk or barrels—280 gallons=1 ton,

" cases containing 8 gallons, 27 cases = 1 ton.

2. Differential Toll.

In addition to the landing-charges given below a differential toll is levied on all goods landed at the Caloutta Jetties, and also on all goods landed at the Docks or Garden Reach Jetties which are removed from the transit sheds or yards in foreign railway wagons except sugar, rice, wheat and other grain traffic, copper matte, iron ore and any other commodity, which may hereafter be specially exempted under the orders of the Commissioners in Meeting. The toll is 12 annes per son on all goods for which the landing-charge is levied by weight and three-fifthis of the landing-charge in all other cases.

Landing-charges.

The following landing-charges are levied on goods landed at the Jetties or Docks:—

No.	Description of goods.	Basis of charge.	Landing- charge,		
1	All goods on which freight is charged by weight by the steamer companies and where the weight of any single package does not exceed 35 out.	Per cwt. or part of a cwt. gross weight.	Rs. A. P. 0 1 0		
2	Over 35 cwt, but not exceeding 30 tons	. ,	0 3 0		

Note.—The charges have been sanctioned by Government wide notification No. 38 dated the 20th March 1922, and published in the Calcutta Guzette, dated the 22nd March 1922, Part II, pages 408 to 417.

-	The second secon		
Schedule	Description of goods.	Basis of charge.	Landing charge.
8 9 10	Sugar, rice and grain	a owt, gross weigh Per bale or case Per ton or part of a ton. Per package Per c. ft.  "" " Each	0 4 0 1 0 0 0 4 0 0 0 5
1		"	4 0 0

Nors.—The floating crauss, 100-ton sheers or 5-ton crauss at the Diobasts or the first of over 35 certs. The minimum charge for the use of a floating craus at the Diobasts or the Book and seers it 8... 50 on the first of 5 pm., or before 7 as nor of 18... 50 is made fee of Rs. 10 per longerist after 5 pm., or before 7 as nor of Rs. 50 is made full of the seer of Rs. 50 is made full of the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of Rs. 50 is made full or the seer of R

Where no basis for freight charge is laid down, the landing-charge will be re-covered on weight or measurement basis at the Commissioners' option.

In the case of matches, double the schedule rates are charged on all packages not removed on the next working day after the day of landing.

(a) Goods are rent free for two clear working days after the date (a) Goods are rent free for two clear working days after the date of landing. Sundays Chamber Holidays and dies non and days on which the Custom House surry is closed are not counted as after the day of landing are charged rent from the following day at the rates given in the schedule below whether the following day is

In case of wines, the free time counts from the date of receipt in the Wine Godown,

If landed at the Calcutta or Garden Reach Jetties or at the Docks.

Description of goods.	Basis of charge,	Rent per diem for		Rent per diem there- after.			
Cotton piece-goods	Per bale or			. P.	Rs.	A.	P.
	case.	Ť	-		ľ	•	Ů
Sugar, rice and grain	See below						
<ul> <li>All other goods on which freight is charged by weight by the steamer companies.</li> </ul>	Per ewt, or part of a ewt. gross weight.	0	0	3	0	0	6
All other goods on which freight is charged by measurement by the steamer companies and where the measurement of any single package does not exceed 100 cubic it.	Per c. ft.	0	0	1	0	0	3
On any package measuring over 100 cubic ft.	" "	0	0	1	0	0	6
If landed at a Heavy Lift Yard:— All goods on which freight is charged by weight by the steamer com- panies.	Per cwt. or part of a cwt.	0	0	9	0	1	6
All goods on which freight is charged by measurement by the steamer com- panies.	Per c. ft.	0	0	5	0	0	10

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

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

\* Vide Nos. 49 & 48-Mnc, of 16-2-24 & 29-1-24.

- (d) On damaged goods for which a claim is brought against the ship, rent is not charged until the fifth day after landing, provided notice of survey is given to the Dock or Jesty Superintenden, as the case may be, within 48 hours after the goods have been landed by the ship.
- (e) On transhipment goods, rent after the free time is charged throughout at the rate fixed in the schedule for the first three days storage after the free time.
- (f) On unmanifested cargo, rent is not charged until ten days after delivery of the outturn report to the vessel's agents, and then only as the rates notified for the first three days after the free time.
- (q) On goods for despatch by milway or removal to the Ward-houses, rent is charged up to the date of acceptance of complete appears, any period intervening between the submission of papears distinct acceptance being charged for at the rate fixed in the substitute for the first three days' storage after the free time. In the case of bug imports the date of acceptance is to be taken as the date of registration for despatch.

# 5. Removal charge.

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

In the case of rice, sugar or grain cargo, the removal charge is levied if the goods incur rent, whether the bags are actually

In the case of wines, the removal charge is not levied unless rent has been incurred.

# 6. Loading charge.

A charge of one-third of the landing-charge is made, (a) for loading goods at a Heavy Lift Yard; (b) for loading carts or lorries; (c) for loading packages weighing over 35 cwts. at the jetties or docks into railway wagons,

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

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

# 8. Miscellaneous charges.

- (a) Goods hoisted by the Commissioners' cranes from the hold of a cean-going steamer on to the deck or direct into boats are charged one-third of the landing-charge provided the weight of each package is not more than 35 cwts. If the weight is more than 35 cwts. If the weight is more than 35 cwts the full landing-charge is levied.
- (b) A fee of Re. 1 is charged for issuing a duplicate gate pass or for a certificate of receipt, and a fee of Rs. 2 is charged for issuing a landing certificate, or transferring charges from one vessel to another.

### 9. Budge-Budge Petroleum Denôt,

An uniform wharfage charge of 10 annas per ton of 280 gallons is leviel on all non-dangerous petroleum and its products landed at the Petroleum Wharf, Budge-Budge. In addition to the wharfage, the following charges are made when handling is done by the Commissioners.

$$Steve doring & \begin{cases} \text{Cases} & ... & 4 \text{ pies per case.} \\ \text{Barrels} & ... & 2 \text{ annas per barrel.} \end{cases}$$

$$Landing & ... & \begin{cases} \text{Cases} & ... & 6 \text{ pies per case.} \\ \text{Barrels} & ... & 3 \text{ annas per barrel.} \end{cases}$$

$$Repairing \text{ or refilling} & ... & 4 \text{ pies per case.} \end{cases}$$

### Petrol-

Wharfage charge 11 pies per gallon.

### 10. Moyapur Depôt.

# 11. Warehouse charges,

Fairlie Warehouse-For duty-paid imported goods:

Rent per mensem or

part thereof.

Piece-goods 12 0 per package, Cement 4 0 per cask.

All other goods \_\_

(i) if the landing-charge is levied

by weight ... Rs. 1 0 0 per fon or part

(ii) if the landing-charge is

levied by measurement ... , 0 0 8 per cubic foot.

of a ton.

If notice is given to the Commissioners to remove goods to the Fairlie Warehouse within two days of the date of landing, rent is charged from the date the vessel from which the goods were landed leaves the berth after completing her discharge and is payable monthly n advance. Otherwise, one ordinary Jetty rent charges given section 4 are payable up to date the notice is given, and the Fairlie Warehouse rates are charged from that date.

Canning, Clive and Strand Warehouses .-

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

Second

# Charges on goods-General.

# 12. Weighment charge,

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

In cases where weights or measurements are not shown on An ease where wegats or measurements are not shown on invoices or freight bills or where it is necessary for the Commissioners navorces or negative ones of where it is necessary for the commissioner staff to weigh or measure goods in order to assess landing or shipping statt to weight or measure goods in order to assess landing or shipping charges, a weighment charge equal to one-third of the landing or shipping charge will be levied.

# 13. Freight charges.

On goods removed in Commissioners' wagons at owners' risk between any point in the Dock area and any point outside this area or between any point in the Jetty area and any point outside this area, a charge will be made of 12 annas per ton or part of a ton or Rs. 5 per axle at the Commissioners' option. The Commissioners' risk rate will be Re. 1 per ton or part of a ton or Rs. 6 per axle at the Commissioners' option.

### 14. Local Terminal at the Docks.

On all goods not being direct import goods and not intended for shipment or not actually shipped which are received at or despatched shipment or not actually shippen which are received as or despiaches from points in the Docks area in rulway wagons, a charge is levied of 12 annas per ton or part of a ton or Rs. 5 per axle at the Commissioners' option. This charge in addition to being applicable to the Docks generally supplies to all coaching traffic and traffic from and to Ferr William, Bahu Chat, Ball Chat, Wagunge, the Hooghly Mills. the Remount Depôt, Chetla Station, Kantapukur, the Hide Sheds and all private sidings and depôts.

# Charges on goods.-Exports.

# 15. River Due on exports:-

On all goods loaded into any sea-going vessel within the limits of the Port, whether the loading is done by the Commissioners or not, river due is charged at the following rates:—

Manganese ore	***		10	annas		
Bunker coal loaded for consumption on l	into vessels' bu board that vessel	nkers	6	, p		
All other export coal			-	,,	,,	"•
		• • • •	8	21	22	"
All other goods on wl by weight by the ste	nich freight is ch amer companies	arged	1	rupee	-	.,
All other goods on wh by measurement by	ich freight is ch the steamer com	arged	Fo	ur-fifth		

shipping charge chargeable for such or similar goods.

# 16. Shipping charges.

The following charges are made for the shipment of goods at the Docks or Jetties:—

No.	Description of Goods.	Basis of Charge,	Rate.		
1	Coal	per ton or part of it.		в. А.	P,
2	Cotton, hemp, jute and all fibres in bales	per bale.	0	8	0
3	Grain and seeds excluding rice	per ton or part of it.	0	8	0
5	Hides and Skins	" ewt, or part of it,	0	1	0
6	Manganese ore and all ores shipped in bulk  Tea		0	8	
7	Animals not in cages, sheep and goats	" 100 lbs. Per animal.	0	1 2	0
8	All other animals not in cages	" "	. 2	0	(
9	Horse Boxes	each	4	0	(
0	All other goods on which freight is chargeable by weight and when the weight of any single package does not exceed \$5 cwts. When the weight exceeds 35 cwts, the ship- ping charge equals the landing charge.	Per ton or part of it	0	12	0
1	All other goods on which freight is charged by measurement, and when the measure- ment of any single package does not exceed 100 cubic feet, with a minimum charge of 1 anna pur package				
2	Over 100 c.ft, and up to 200 c.ft.	Per cubic ft.	0	0	5
	Over 200 c. ft	" " "	0	1	0
_1		" " "	0	1	6

### 17. Rent :-

(a) On goods received for shipment before exports are opened for the vessel by which the goods are to be shipped, rent is charged from the date the goods are received up to the date on which exports are opened at the following rates:

Manganese ore ... Re. 0-0-6 per ton or part thereof per month or part of a month, payable on the maximum stock held during the month.

Wheat, seeds, gram, dhal, Kantapukur rates of rent
.... (See Section 26).

Coal	 	See Section	25

Cotton (stored in the open at owners, risk) ... ... Rs. 0-0-6 per bale per month or part of a month payable on the maximum stock held

during the month.

All other goods ... 25% of shipping charge per week or part of a week.

### Shut-out cargo.

(b) When cargo is sent down by shippers to the Docks and cannot be shipped for want of complete papers, or for any other reason for which the shipper is responsible, rent on the following scale is charged from the date of receipt of the cargo in the transit shede or yards:—

Goods,		1st week or part of week.	2nd week or part of week.	3rd week or part of week.	Per week or part of week thereafter
**************************************		As.	As,	As.	Λs,
Jute, Cotton, Hemp, per bale	etc.,	2	3	4	6
Bag cargo, per ton or of it	part 	4	5	G	7
Hides, per bale		4	5	6	7
Skins, per bale		2	21	3	31
Tea, per chest		2	2	3	3
Other cargo on which free is charged by weight, ton or part of it	ight per	4	5	6	7
Other cargo on which fre is charged by meas ment per package	ight ure-	2	2	3	. 3

The above rates of rent are also charged after the first seven days on goods shut-out by a vessel for want of space or for her

own convenience. Such goods are charged the following rates for the first seven days or part thereof :-

	01101001		
	I.	II.	III.
Goods.	If diverted from the yard to another shed and shipped from that shed.	If unloaded at the shed to which booked and shipped from that shed	If unloaded at one shed and removed to and shipped from another shed.
Jute, Hemp, Cotton, etc.,	As.	As.	
per bale Bag cargo, per ton or part	11/2	2	3
of it	5 5 21	6	8
Hides, per bale	5	Ĝ	8
Skins, per bale	21	3	4
Tea, per chest Other cargo on which	2	2	8 4 3
freight is levied by weight, per ton or part of it Other cargo on which freight is levied by measurement, per	5	6	8
package per	2	2	3

### (c) Put-back cargo.

Rent at the rate of Rs. 4,500 per mensem is charged for the occupation of a single-storied shed at the Docks or of one floor of a double-storied shed by cargoes of put-back vessels, and the goods remain in charge and at the sole risk of the Agents or Owners of the vessel. The Commissioners have the option of removing to a warehouse or warehouses.

If land is required for the storage of any such cargo in the open, rent is charged at the rate of Rs. 8 per cottah per mensem.

# 18. Removal.

On goods removed by the Commissioners from one shed, warehouse or yard to another shed, warehouse or yard within the Dock area, a removal charge of 75% of the shipping charge is levied.

# 19. Re-booking.

When goods declared for one vessel are subsequently declared for another, a re-booking charge of 25% of the shipping charge is levied subject to a minimum charge of 3 annas per ton.

20. Sweenings.

If sweepings collected by shippers in the shipment sheds are not removed within four days after the ship leaves her berth. they are removed by the Commissioners and rent is charged at the rate of 2 annas per bag per week or part of a week plus a removal charge of 1 anna per bag. If after one month from the date the ship leaves her berth, the bags are not claimed, they will be sold by the Commissioners.

### 21. Jute: Burst bales.

- (a) The Commissioners return to the Press Houses free of charge bales received at the Docks in a burst condition but such bales incur the shipping charge.
- (b) Bales that burst after arrival at the Docks, if not removed within four days after official advice has been given, are removed by the Commissioners from the shipment shed to such shed or warehouse as may be convenient to them, and incur removal charge and 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 runee per bale for the fourth week. If the bales are not removed by the shippers within a mouth after arrival at the Docks, they will be sold to defray the charges incurred.
- (c) Bales opened for examination come under the rent rules given under (b) and incur in addition a charge of eight annas per bale which covers removal to and removal from the inspection shed.

# 22. Coal.

In addition to the shipping charge of 8 annas per ton which includes the cost of trimming in the ship's hold the following charges are levied in certain circumstances :---

When coal arrives before the ship is ready to receive it and is dumned-\*Dumping charge ... Rs. 0 3 0 per ton or

part of it

Rent per month or part of a month after ten days' free time calculated from the date of arrival of the first consign-

ment for the steamer ... On coal which after being dumped at one berth is removed to another berth

for shipment direct from wagons-Loading

Wagon charge ... ,,

(See Notification No 47 of 21st December 1923.)

Dunping charge of annas three per ton on all coal shipped from the K. Doeks (seds Notification No. 38 of 20th March 1923) will be suspended for a period of 12 months from the let January 1924.

another	y coolies from	onc	bo	rth	to	Rs. 0 3 0 per ton or part of it.
Squaring u after a v	p and measurin essel has compl	ng du eted	mpe load	ed c	oal	Actual cost.
Labour for coal	tending scale	s for	wei	ighi	ng	Rs. 2/8 per 100 tons.
Trimming	coal shipped ov	erside	3			2 annas per ton or part . of it,
Night work additions	(at the request il charge	of th	e sh	ipp	er)	lanna " " .
Re-landing	g charges.					
Landing	, including ste	vedori	ing			Actual cost.
Removal fr	om discharging	berth				
Loading				3	ann	as per ton or part of it.
Wagon e	harge			6	,	
Rent per	week or part o	f a we		4	,,	
23. Mana						
	anese and all c					
following charge	s are levied if i	ing o	har ed :	ge —	of	8 annas per ton the
tonowing energe	s are levied if i	neurr	ed :-		of 3	
Dumping	s are levied it i	neurr	ed :-		3	0 per ton or part of it
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Dumping Loading Night wo of the	s are levied it i from wagons into wagons		ed :- Rs.	0	3	0 per ton or part of it
Dumping Loading Night w	s are levied it i from wagons into wagons ork (at the rec	neurr  nest	Rs.	0	3	0 per ton or part of it 0 , , ,
Dumping Loading Loading Night w of the Rent	s are levied if i from wagons into wagons ork (at the req shipper)	neurn	Rs.	0 0	3 3	O per ton or part of it O ,, ,, ,, O ,, ,, ,, per month or part of it payable on the maximum stock held
Dumping Loading Loading Night w of the Rent	s are levied it i  from wagons into wagons ork (at the req shipper)	neurn	Rs.	0 0	3 3 1 0	O per ton or part of it O ,, ,, ,, O ,, ,, ,, per month or part of it payable on the maximum stock held
Dumping Loading Night w of the Rent	s are levied it i s from wagons into wagons ork (at the req shipper)  ved in wagons— harge	neurn	ed:-Rs.	0 0 0 0 0	3 3 1 0	O per ton or part of it O " " " O ", " per month or part of it payable on the maxi- mum stock held during the month.
Dumping Loading Night w of the Rent  When remo Wagon c 24. Tea. (1) R	s are levied it i  from wagons into wagons ork (at the req shipper)	neurr	ed :- Rs. " " " ale	0 0 0 0 0	3 3 1 0	O per ton or part of it O " " " O " " per month or part of it month or part of it payable on the maximum stock held during the month. O per ton or part of it.

(2) (a) Rent, including cost of laying down, opening before and closing after broker's inspection.
for the first month or part thereof, per
90 lbs 2 annas.
(b) After first month, per week or part of a week, per 90 lbs 6 pies,
N.H.—In the event of congestion in the Warchouse, the rent on sold, teas may be increased by Commissioners, After 7 days notice, to 4 amass per week or parts of a week per package from the expiration of the 24th day from the date of sale.  (3) Delivery from Warchouse.
Teas not intended for shipment at the Docks
or Garden Reach Jetties, per package 6 pies.
(No extra charge is made in the case of shipment teas, the services being covered by the shipping charge)
(4) For transfer from one warehouse to another, the ordinary removal charge is made (See Section 18).
Kidderpore Docks and Auxiliary Sheds—Direct shipment teas.
(5) (a) Rent, removal, re-booking and shipping charges are levied at the rates quoted for exports in general.
(b) On ten not booked to a specified shipment shed and unloaded at Kantapukur, rent will be charged at the rate of 6 pies per 100 lbs, per week or part thereof.
Miscellaneous charges—
(6) Cross cutting chests on one side, per package 6 pies.
(7) ,, ,, ,, both sides ,, ,, 1 anna,
(8) Re-opening for inspection and closing, per
package 6 pies.  (9) Assorting and re-stacking, per package 2 pies.
(10) Bulking and re-packing full chests into full chests or half chests into half chests, per
3 chests 1 rupee.
(11) Bulking and re-packing full into half chests, per 2 chests 1 rupec,
(12) Gross weighing, per package 3 pies.
(13) Nett weighing, including opening, resoldering and closing, per package $2\frac{1}{2}$ annas.
(14) Loading into wagons from Tea Transit Shed for direct shipment, per package 2 pies.
(15) Charge for permitting public to re-pack with their labour when space is available, per package 2 annas.
(16) Lead for repairs Actual cost
N.B.—Charges for bulking and re-packing are calculated on the original number of chests, and in the case of all charges, fractions of an unit are charged for as an unit.

# 25. Unloading charge-

A charge of one-third of the shipping charge is made for unloading carts or lorries and for unloading packages weighing over 35 cwts, from railway wagons.

# 26. Grains, Seeds and Pulses,-

All grains, seeds and pulses booked to the Docks are unloaded at Kantapukur unless booked to a particular shipment shed. Rent is charged from the date on which the goods are unloaded at the following

From 1st to 4th week 3 As. per ton per week or part of a week, From 5th to 8th week 5 As, per ton per week or part of a week, From 9th and subsequent weeks 7 As. per ton per week or part of a week.

Shed accommodation at Kantapukur can be leased from the Commissioners at the rate of Rs. 60 per 1,000 sq. ft. but the goods remain at the sole risk of the tenant.

Goods for shipment whether from a rented or general shed are charged removal charge plus shipping charge.

# 27. Hides and Skins.

The rates of rent at the Hide Depôts are :-Godown accommodation Rs. 50 per 1,000 sq. ft. per mensem. Verandahs ... Rs. 30 per 1,000 "

Compound space ... Rs. 4 per cottah per mensem.

Goods sent from the Hide Depôts for shipment pay removal charge plus shipping charge.

# Charges on Vessels.

# 28. Pilotage. \*

Inward and outward pilotage-for charges see Appendix I.

# 29. Hospital Dues \*

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

# 30. Port Dues.

Port Dues are charged at the following rates on net registered

Dhoonies and country vessels employed in the coasting trade payable not more than once in 60 days ... 2 as, per ton Vessels entering in ballast and not carrying

passengers Other sea-going vessels of 20-tons and upwards

payable by mail-steamers and coasting vessels not more than once in 60 days Tug steamers and river steamers, payable once

between the 1st January and the 30th June and once between the 1st July and the 31st December, in each year

# 31. Assistant Harbour Masters' Fees.

On all vessels not exceeding 5,000 tons gross,

	www	105
(a)	Hauling to or from moorings, each operation	20
(b)	Hauling to or from swinging moorings, each operation	14
(c)	Re-mooring, each operation	20
d)	Hauling in or out of dry docks other than those belonging to the Commissioners, each operation	40

(e) Transporting or removing from one part of the Port to another

These charges are recovered by the Commissioners on behalf of Government.

For vessels over 5,000 tons gross, a further charge is made for each of the above operations of Re. 1 for every 500 tons or part thereof by which the gross tonnage exceeds 5,000.

- (f) An extra charge of Rs. 16 will be made when an Assistant Harbour Master is employed on Sundays, holidays or at night, i.e., between 6 r.m. of one day and 6 a.m. of the following day.
- (g) An extra charge of Rs. 10 known as "detention charge" is lovied if a vessel is not ready to move when boarded by the Assistant Harbour Master, or if the Assistant Harbour Master is required to remain on board after completion of transporting.

Per dan

or part thereof

# 32. Mooring Hire.—

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										Rs
All	vessel		o 999							1(
**	"	from	1,000			tons	gross			15
"	**	**	2,000			2)	.,			14
"	33	"	3,000			,,	**			16
**	,,	33	4,000			**	,,			18
"	31	"	5,000			,,	,,			20
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1)	,,,	33			9,999	,,	,,			28
,,	33	,,	10,000	$\mathbf{or}$	over	9.7	**			30
Res	erved	moori	ngs pe	r m	onth					400
Occ	upatio	n of s	wingin	gn	oorin	gs pe	r diem			2
For.	the	use o	f moo	rine	rs ot.	Buc	lge B	udge		
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	all, p	er vess	sel			00		40		

33. Dry-dock charges.

(1) For the first 24 hours :—
For vessels not exceeding 2,000 tons
gross ... ... ... ... 93 annas per ton.
For vessels from 2.000 to 3.000 tons

Rs. 1,218-12-0 (the charge for a vessel of 2,000 tons) plus Rs. 9-6-0 for every 50 tons or part of 50 tons

For vessels from 3,000 tons upwards Rs. 1,400-4-0 (the charge for a vessel of 3,000 tons) 

\*\*plus Rs. 7.8-0 for every 50 tons or part of 50 tons

From the 2nd to 8th day inclusive for every six hours or part thereof ... ... ... ... ... ... 100 0 0 From the 9th day and thereafter, for every six hours or part thereof ... ... ... ... ... ... ... ... 150 0 0 From the 21st day and thereafter, the Commissioners may, if they wish, make a charge per diem of ... ... ... ... ... ... 1,000 0 0 For re-docking within the period for which the vessel has been regulated or re-regulated, for each operation ... ... ... ... ... ... ... 250 0 0

- (2) The above charges include removal of vessels from the Tidal Basin into the Dry Doeks and back, docking, pumping, shoring and undocking, also the use of the stages and stage ropes for cleaning and painting, but the Commissioners do not undertake any repairing work or denuing or painting.
- (3) The period of a vessel's occupation of the Docks counts from the time the caisson is placed in position after she enters until she clears the Dry Dock entrance when leaving.

  (A) A share of P. F. O.
- (4) A charge of Rs. 50 per diem is made for a supply of water for testing tanks or similar purposes.
- (5) A charge of Rs. 37-8-0 is made for the use of a Commissioners' capstan for the handling of a ship's propellers or for other work required by the ship.

# 34. Towing charges.

For the services of a tug :		Rs.
Between Garden Reach and the I	Howrah Bridge	100 per tug
Within the Docks for or	e tug	75.
20	o tugs	125

	154	
	Above the Howrah Bridge or below Garden Reach but within Port limits If the tug is not required on the tide applied	200 2000
	for, an extra charge of Outside Port limits	25 ,, ,,
	Turning of outward-bound occun-going steamers in Ulubaria Reach or between the southern limits of the Port of Calcutta and a line drawn due west from Moyapur Semaphore.  For other purposes per 12 hours or part thereof counting from the time the tug leaves her moorings or place of call to the time of her return. For towing sailing vessels, inwards or outwards between Sandheads and Calcutta or any part of such journey.	200 , , ,
	of such journey	1-2-0 per gross registered ton with a mini-
	For towing dhoonies through the Howrah Bridge	mum charge of Rs. 1,200.
	by means of a launch	Rs. 30
onv	enience.	one Commissioners

For any vessel of the Commissioners employed on or requisitioned for salvage work a charge is made of Rs. 600 per vessel for every 12 hours or part of 12 hours from the time the vessel leaves her moorings or place of call to the time she returns to moorings, and the actual cost of replacing any equipment lost and of repairing damage done to the Commissioners' vessel or vessels during salvage operations is payable by the Owners or Agents on whose behalf the vessels are employed.

# 36. Jetty or Dock Berth Hire.

35. Salvage charges.

Every vessel, whether working or not, while alongside a Jetty or her loading or unloading berth in the Docks, is charged Rs. 70 per day or part of it, in addition to mooring hire, except at a coaling jetty, either in the Docks or elsewhere, where the charge is only Rs. 30 per day or part of it inclusive of mooring hire.

A vessel occupying a jetty or dock berth for the embarkation or disembarkation of passengers only in addition to mooring hire is charged Rs. 200 for the first 24 hours or part thereof and Rs. 150 for every subsequent period of 24 hours or part thereof. 37. Night Work.

A vessel working either at the Docks or Jetties between the hours of 6 P.M. on one day and 6 A.M. on the following day is charged Rs. 4 per crane or derrick per hour.

This charge will be levied unless the order is cancelled before

28 Holiday fee.

A vessel working at the Jetties of Docks on a Sunday or Chamber Holiday is charged an extra Rs. 150 a day or part of a day except at a coaling jetty, where the extra charge is Rs. 55.

- 39 Miscellaneous charges.
  - (a) A vessel supplied with electric light for deck and holds is charged Rs. 10 from dark to midnight and Rs. 10 from midnight to daylight.
- (b) Hire of tubs, per tub ... ... Rs. 1 per diem.

(c) Clayton Fumigating apparatus, each

- operation ... 100 0 0 (d) Services of a dress diver with apparatus 50 0 per diem,
- skin divers, per man ... (e) Shackle hire, for the first 30 days ... 0 4 0 "shackle
  - " ',, thereafter 0
- (f) Anchor hire 2 0 0 , ,
- (a) Salvage on anchors and chains .. cwt. or
- (h) Hire of hawser boat ... 12 0 0 per diem.
- (i) Hire of heave-up boat ... 40 0 0 , , (j) Hire of anchor vessel ... ... 100 0 0 ,, ,,

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

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

- 40. Charges on boats.
  - (α) Boat registration charges :—
  - (1) For surveying, registering, branding and painting number and issning license to cargo boats, (subject to a maximum of Rs. 32 per boat.)

Boats of Class I (Square-built open or decked cargo-boats)-If not over 40 ... ... 0 4 0 per ton.

156	
Ra. A. P.	
Port of Calculta as amended by Notification No. 144-Marina, dated the 508.  November 108.  (1) For surveying, registering, branding and painting number and issuing license for a passenger vessel the vessel is licensed to carry, subject to a maximum charge of Rs. 7-8-0  (2) Metal ticket for Manijhee and Manijhee's license license of the survey of t	APPENDIX I. Table of Pilotage Fees

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# AILING VESSEI

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,, ditto ditto	-	1.275	1.169	1,063	957		77	638	230	i c	310	213	101
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Other fees incidental to pilotage incurred by vessels trading to the port.

Lead-money\* payable to licensed leadsmen for heaving the lead inward or outward ... Compensation' for pilot of outward-bound vessel being carried away to sea, per diem, to pilots of whatever rank sea, per duen, to phiots or whatever rank

Detention; of pilot by vessel waiting for eargo or for orders; vessel to pay
to pilot a rate per diem equivalent to pay of mak of the officer,
Row boat hire for use of Government boat, per diem Use of moorings at Diamond Harbour, November to May, per diem ditto June to October, per diem Ditto Salvage on auchors and chain cables picked up by Government boot, per cwt. ... ... ... ... ... ... 3 8 3

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

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

Twelfths.	PLACES.	Distance from Fort William.	Miles be tween eac station.
1	2	3	4
in the second se	To below lindge Budge boundary pillars  by Mark Tree Designer  by Desi	13-6 23-6 33-2 43-4 52-0 61-6 71-1 81-0 90-1 99-3 107-6 115-8	10·7 10·0 9·6 10·2 8·6 9·6 9·6 9·5 9·1 9·1
pilotage.	· · · · · · · · · · · · · · · · · · ·		02

A wood applying for a particular pilet and all foreign voxels, are bound to take a. Government bearing to the property of the

PLACES.

From below Budge-Budge boundary pillars

Hog River obelisk

Anchoring Creek obelisk

Bellary Tidal Semaphore

Cowcolly Lighthouse, west

Diamond Harbour Telegraph Station

Mud Point Telegraph Station, cast ...

Saugor Lighthouse, east, or E. buoy of Western Channel ...

Upper Gasper light vessel or line between I and J buoys, Western Channel ...

Lower Middle Ground buoy or C. M. G. buoy, Western Channel ...

Intermediate light vessel or S. C. R. buoy, Western Channel ...

Lower Reef buoy

Twelfths.

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} or full pilotage.

Distance from Fort William. Miles between each station.

13.6 10.7

23-6 10-0

33.2 9-6

43.4 10.2

52.0 8.6

61.6 9.6

99.3 9.2

107-6 8-3

115.8 8.2

. 4

9.5

9-9

9-1

1. (1)	Animals:-				Δs.	
,	Beasts of burde	on and wild	animals		4 en	ola de
	Sheep, Goats a				1 .,	
	Birds in crates					· crate
	photo in chieco	Wild business	-			basket.
. (0)	Bamboos or poles				1 pc	
	Bicycles, ricksha		···		1 pc	1 20
(6)	tors	ws, parkees	« peramo	um-	4 ca	ch.
(4)	Bricks					r 750
	Cocoanuts and co	connut shel	le			500
		OMULATE DITOL		••••	T 8	, 000
(6)	Empties:	,				
	Barrels and cas	IKS		•••	1 pc	r 4
	Buckets, canis	ters, cases,	chests, dru	ıms,		
	and similars	mall recepts	cles not exc			0.5
	ing 12" in wi	ain or ainn	ieter		1 pe	r 25
(7)	Furniture					2 coolie
			load	ls or	1 as. j	per package.
(8)	Gunny bags :					
	Hessians, baled				4 per	r 2 bales.
	Other bags bal	ed			4 ,	. 3 ,,
	Loose bags				4 ,,	600 pieces.
(9)	Horn					500 ,,
(10)	Jute:-					
/	Bales				4	5 bales.
	Drums					20 drums.
	Bags or bundles					10 bags or
	sage of bundle	3			· ,,	bundles.
(11)	Mats, Durma				4	500 pieces.
	" Hoglah					1,000 ,,
(12)	Oil, Kerosine					5 cases or
					- "	10 tins.
(13)	Piece-goods and	twists.	silk, cotton	or		
	woollen, in bale	s or cases	, 5000011		1	bale or
						case.
(14)	Straw				1 "	Kahun.

(15)	Tea						Λs,		
			,		•••	•••	1 p	er 5 chest	s.
(10)	THES,		large, fla		•••			,, 250	-
	"		cylindri					, 2,000	
	"	,	of all ot	her de	scriptions			, 500	
(177)	. 37 1 .	marble						" 50	
(17)	venic	oles othen n (3)	er than	those	mentioned	in		"	
	1001	·· (0)	•••		***		4 0	do	

- (18) All other goods at the rate of 4 as, per ton or 50 entire feet according to the Commissioners' option. When entither weight nor volume is readily ascertainable, the sioners may at their option recken 20 cooly loads or one bullock cart load as qual to 1 ton, a two-wheeled buffals cart load as 2 tons, and a lorry as 3 tons or on the registered tonage of the boat.
- 2. The minimum charge shall be 6 pies and the minimum weight for charge shall be 2½ cwt. or 6 cubic feet.
- In addition to the foregoing charges, an extra fee amounting to 25 per cent. of the charge in each case will be levied on all goods landed or shipped on Sundays or authorised holidays.
- For work done between the hours of 6 p.m., & 6 A.M., an extra charge of Re. 1 per hour will be levied.

# Schedule B.-Rent charges.

1. Stacking goods on the Wharves-

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

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

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

- Space for scales and desks and chairs and for packing, measuring, repairing, marking or drying, Rs. 2 per scale, and chair, or lot.

, ,,	•••	Under	special	arrar	gement
Steamers, flat, etc.		As. 8	**	,,	dinghee
Dinghees		Rs. 2	37		boat.
Boats			per day	per	bhur.

4. Space for keeping bullock carts Re. 1 each per night.

5. Fishing ... Rs. 4 per season per net.
6. Floating timber ... Rs. 2 per 25 pieces per night.

7. Hawker's license ... Rs. 3 per mensem.

# Schedule C.—Special charges on coastwise cargo through No. 1 Jetty.

On all coastwise cargo dischared from or loaded into boats through No. 1 Jetty Shed, the toll will be 50% in excess of the toll specified in Schedulo A.

Goods will be allowed to remain in the shed free of rent for a period of 48 hours, after the expiration of which rent will be charged at a rate equal to 60% of the toll specified in Schedulo A per day or put of a day for the first 3 days, and at a rate equal to the toll specified in Schedulo A per day or part of a day thereafter.

# Schedule D.—Special charges at Golabaree Ghat. Howrah.

In addition to the ordinary Inland Vessels Wharves' toll mention din the schedule, the following charges will be levied on all goods landed from or shipped into boats at Golabarce Ghat Howrah:—

Jute in bales	 	6 a	nnas	per	100 bales
All other goods	 	4	,,	٠.,	ton.

Note.—No refund of tell paid on goods that have not been shipped or landed will be granted unless the tell receipt has been endersed by the Inspector on date.

# Appendix III.

# Example of charges paid on Imports.

Charges on a consignment of 1,700 bundles of iron weighing 85 tons 8 cwt. 1 qr. 3 lb. discharged at the Jetties (Freight charged by weight).

The following Commissioners' charges were necessarily in-

Landing River due Differential to	1 anna per ewt 8 annas per ton oll 12 annas per ton	 Rs. 106 42 64	12 11	3
		919	_	_

Rent was incurred on every bundle as no deliveries were effected within two clear days of the date of landing.

The dates of landing were as follows:-

Date Quantity		1st 75	2r 48		3rd 960	4th 235
Delivery v	vas tak	en as fo	llows :			
Date Quantity		8th 401	9th 599	10th	11th	12th

In calculating ront bills in such cases, it is assumed that all the bundles are the same weight and that those removed first were landed first. Of the 401 bundles taken delivery of on the 8th, 75 were therefore taken as landed on the 1st and the remaining 326 on the 2nd, the former portion incurring 5 days (7 days less 2 days) ront and the latter 4 days rent. The total of the rent bills amounted to Re, 252-5-9.

Charges on a consignment of 20 cases measuring altogether 239-8" discharged at the Jetties (Freight charged by measurement).

The following Commissioners' charges were necessarily incurred:—

Landing	Б	nice		Cu. ft.		Rs	Α.	Р.
River due	1			Ott. It.		6	4	0
Differential toll	2	13	**	>>		2	8	0
	0	"	"	n	***	3	12	0
						-		-
						19	Ω.	0

Ront was incurred on every case. Seven cases were landed on the 30th August, six on the 31st and seven on the 1st September; delivery of seventeen was taken on the 6th September and of the remaining three on the 9th.

The rent bill amounted to Rs. 9-3-0 as follows :-

			Amount. Rs. A. P.
7 eases	3 days	1 pie per Cu. ft.	1 5, 0
	2 "	3 " " "	2 10 0
6 "	3 "	1 " " "	1 2 0
	1 "	3 " " "	1 2 0
4 "	3 "	1 " " "	0 12 0
3 "	3 "	1 " " "	0 9 0
	3 "	3 ,, ,, ,,	1 11 0

# Appendix IV.

# Marine Dues.

Marine dues which would be paid by a vessel of 8,258 tons gress and 5,280 nett registered tennage on the following supposition:—

The draft of the vessel on the inward voyage was 25 ft. 4 inches and on the outward voyage 24 ft. 6 inches. The vessel arrives on the Srd of a month (a 31 days month), moors in the stream and discharges general egy proceeds alongeid one of the Calcuts of the 16th to discharge general imports, completes discharge until 36th, moves to her loading borth in the Docks on the 30th and remains there will be a stream of the calcuts of the calcut

*	Rs.	Α.	P.
Inward pilotage on a draft of 25'-4"	750	12	0
Hospital dues 1 anna per ton nett	330	0	0
Port dues 4 annas " " "	1,320	0	0
Assistant Harbour Masters' fees on 3rd for transporting vessel from Garden Reach, where he takes over from the Pilot, (Rs. 18+7) and placing her in moorings in the stream (Rs. 20+7)			
Extra fee for Assistant Harbour Master for night work on the 3rd (Sunday) two fees (the Assistant Harbour Master having worked more than eight hours)	52	0	0
Hire of moorings 3rd to 15th, 13 days at Rs. 26 per diem	32	0	0
	338	0	0
Assistant Harbour Masters' fees on 16th for hauling vessel out of moorings (20+7), transporting up (18+7) and hauling into jetty moorings (Rs. 20+7)			
Hire of jetty berth 16th to 25th, 10 days at	79	0	0
Rs. 70 per diem	700	0	0
	260	0	0
Extra fee on 16th	16	0	0
Night work at Rs. 4 per crane per hour	1,440	0	0
overside deliveries of floating crane for			
··· ···	97	11	0

hauling out of moorings (Ra. 20-47) transporting to Docks (Rs. 18+7) and hauling into Docks (Rs. 18+7) and hauling into Docks (Rs. 20-47) and subsequently hauling out (20-47) and placing in Dry Dock  Extra fee on 26th 106 0 0  Hire of tug required by vessel for removal from Jetties to Docks 100 0 0  Hire of Dock 5-30 v.M. on 26th to 5-30 0  A.M. on 30th (3 days 12 hours) 3,201 4 0  Hire of Dock tug on the 30th 75 0 0  Assistant Harbour Master's fee for placing in Dock loading berth on 30th (Rs. 20+7) 16 0 0  Hire of dock berth from 30th to 4th, 6 days at Rs. 70 per diem 420 0 0  Hire of dock mooring on 26th January and from 30th January to 4th February 7 days at Rs. 26 per diem 182 0 0  Night work at Docks at Rs. 4 per crane per hour 182 0 0  Holiday fee (the vessel worked on the 2nd which was a holiday) 150 0 0  Assistant Harbour Master's fees on 5th for hauling vessel out of Dock berth (Rs. 20+7) at transporting her to Garden Reach (Rs. 18+7) 52 0 0
Extra fee on 26th
Hire of tag required by vessel for removal from Jettics to Docks
from Jetties to Docks  Hire of Dry Dock, 5-30 P.M., on 26th to 5-30  A.M. on 30th (3 days 12 hours)  A.M. on 30th (3 days 12 hours)  Hire of a Dock tug on the 30th  Hire of a Dock tug on the 30th  Hire of dock berth rom 30th (Rs. 20+7) 27 0  Ettan fee for night work on 30th  Hire of dock berth from 30th to 4th, 6 days at  Rs. 70 per diem 420 0  Hire of dock moring on 26th January and  from 30th January to 4th February 7 days  at Rs. 26 per diem 182 0  Night work at Docks at Rs. 4 per crane per  hour 1302 0  Assistant Harbour Master's foes on 5th for  hauling vessel out of Dock berth (Rs. 20+7)  and transporting her to Garden Reach  (Rs. 18+7) 52 0  Extra fee for night work on the 5th were served.
Hire of Dry Dock, 5-90 pm, on 26th to 5-30 A.M. on 30th (3 days 12 hours) 3,201 4 0 Hire of a Dock tag on the 30th 75 0 0 Assistant Harbour Master's fee for placing in Dock loading borth on 30th (Rs. 20+7) 27 0 0 Extra fee for night work on 30th 420 0 0 Hire of dock borth from 30th to 4th, 6 days at Rs. 70 per diem 420 0 0 Hire of dock mooring on 26th January and from 30th January to 4th February 7 days at Rs. 26 per diem 182 0 0 Night work at Docks at Rs. 4 per crane per hour 1392 0 0 Holiday fee (the vessel worked on the 2nd which was a holiday) 150 0 0 Assistant Harbour Masters fees on 5th for hauling vessel out of Dock borth (Rs. 20+7) and transporting her to Garden Reach (Rs. 18+7) 5tx tra fee for night work on the 5th two fees for night works on the 5th two fees for night works on the 5th two fees for night works on the 5th two fees fees for night works on the 5th two fees fees fees fees fees fees fees fee
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Hive of a Dock tug on the 30th   75 0 0
Assistant Harbour Master's fee for placing in Doek loading borth on 30th (Rs. 20+7) 27 0 0 Extra fee for night work on 30th 16 0 0 0 Hire of doek beth from 30th to 4th, 6 days at Rs. 70 per diem 420 0 0 Hire of doek moring on 26th January and from 39th January to 4th February 7 days at Rs. 26 per diem 182 0 0 Night work at Doeks at Rs. 4 per crane per hour 1392 0 0 Holiday fee (the vessel worked on the 2nd which was a holiday) 150 0 0 Assistant Harbour Masters foes on 5th for hauling vessel out of Doek berth (Rs. 20+7) and transporting her to Garden Reach (Rs. 18+7) 52 0 0 Extra fee for night work on the 5th two forms and transporting her to Garden Reach (Rs. 18+7) 52 0 0
Dock loading berth on 30th (Rs. 20+7) 27 0 0
Extra fee for night work on 30th 16 0 0  Hirs of dock berth from 30th to 4th, 6 days at Rs. 70 per diem 420 0 0  Hirs of dock morning on 26th January and from 30th January to 4th February 7 days at Rs. 26 per diem 182 0 0  Night work at Docks at Rs. 4 per crane per hour 1392 0 0  Holiday fee (the vessel worked on the 2nd which was a holiday) 150 0 0  Assistant Harbour Masters foes on 5th for hauling vessel out of Dock berth (Rs. 20+7) and transporting her to Garden Reach (Rs. 18+7) 52 0 0  Extra fee for night work on the 5th two fee.
Hire of dock bertsh from 30th to 4th, 6 days at Rs. 70 per diem 420 0 0  Hire of dock mooring on 26th January and from 30th January to 4th February 7 days at Rs. 26 per diem 182 0 0  Night work at Docks at Rs. 4 per crane per hour 1392 0 0  Holiday foe (the vessel worked on the 2nd which was a holiday) 150 0 0  Assistant Harbour Masters fees on 5th for hauling vessel out of Dock borth (Rs. 20+7) and transporting her to Garden Reach (Rs. 18+7) 52 0 0  Extra fee for night work on the 5th two fees
Rs. 70 per diem 420 0 0  Hiro of dock mooring on 26th January and from 30th January to 4th February 7 days at Rs. 26 per diem 18; 4 per crane per hour 182 0 0  Holiday fee (the vessel worked on the 2nd which was a holiday) 150 0 0  Assistant Harbour Masters fees on 5th for hauling vessel out of Dock berth (Rs. 20+7) and transporting her to Garden Reach (Rs. 18+7) 52 0 0  Extra fee for night work on the 5th two fees
Hire of dock mooring on 26th January and from 30th January to 4th February 7 days at Rs. 26 per diem 182 0 0  Night work at Docks at Rs. 4 per crane per hour 1392 0 0  Holiday fee (the vessel worked on the 2nd which was a holiday) 150 0 0  Assistant Harbour Masters fees on 5th for hauling vessel out of Dock berth (Rs. 20+7) and transporting her to Garden Reach (Rs. 18+7) 52 0 0  Extra fee for night work on the 5th two fees
trom 30th January to 4th February 7 days at Rs. 26 per diem 182 0 0 Night work at Docks at Rs. 4 per crane per frour 1.392 0 0 Holiday foe (the vessel worked on the 2nd which was a holiday) 150 0 0 Assistant Harbour Masters foes on 5th for hauling vessel out of Dock borth (Rs. 20+7) and transporting her to Garden Reach (Rs. 18+7) 52 0 0 Extra fee for night work on the 5th two forms
at 18. 26 per diem 182 0 0  Night work at Docks at Rs. 4 per erane per hour 1392 0 0  Holiday fee (the vessel worked on the 2nd which was a holiday) 150 0  Assistant Harbour Masters foes on 5th fer hauling vessel out of Dock berth (Rs. 20 +7) and transporting her to Garden Reach (Rs. 18 +7) 52 0 0  Extra fee for night work on the 5th 52 0 0
Night work at Docks at Rs. 4 per crane per hour 1.392 0 0  Holiday foe (the vessel worked on the 2nd which was a holiday) 150 0 0  Assistant Harbour Masters fees on 5th for hauling vessel out of Dock borth (Rs. 20+7) and transporting her to Garden Reach (Rs. 18+7) 52 0 0  Extra fee for night work on the 5th two fees
Holiday fee (the vessel worked on the 2nd which was a holiday)  Assistant Harbour Masters foes on 5th for hauling vessel out of Dock berth (18, 20+7) and transporting her to Garden Reach (18, 18+7)  Extra fee for night work on the 5th was
which was a holiday)
Assistant Harbour Masters foes on 5th for hauling vessel out of Dock berth (Rs. 20+7) and transporting her to Garden Reach (Rs. 18+7)
nauling vessel out of Dock berth (Rs. 20+7) and transporting her to Garden Reach (Rs. 18+7)
(Rs. 18+7) 52 0 0
Extra fee for night work on the 5th two for
the Arranget work on the 5th two fees
(the Assistant Harbour Master having worked more than eight hours) 32 0 0
Detention charge (Assistant Harbour Master
was required to remain on board weiting to
··· 10 0 0
Miscellaneous Charges-
Hire of shackles
Hire of tubs 23 0 0
Electric light 12 0 0
Charges on goods against about 20 0 0
Outward mintage on a death of our
701 4 0
TOTAL 12 250 12 0

COMMISSIONERS' DIGEST OF CHARGES.

	. 1			_				0,	- 0,0	or one	wu	100,	1	<i>Remova</i> а	16.06	цон		Jian you t		ne <sub>I</sub> ,	01.6	-	00001											
		Nor	FIED.		Calgu	LATI	20	1		Noz			Charles and Charles	Ì						I	EE	NT.							Ī					
·	DESCRIPTION OF GOODS.							-		NOT	IFIE	.b.			Inclusive		Inclusiv			Tuolneive			Sn Inclusive				Не	AVY I	IFT	YΛ	CARD.			L
Schedule No.		Basis of charge,	Lan cha	ding rge.	Basis of charge.		andir			iver	D	lifferen al Yell	Designation of the last of the	Rasis of charge.	rat	e (5, nd 7.	6	Per diem for first 3 days after free time.		r die reaft		for 3	diom first days r free me,		er d	liem ftor.	Rei	moval,						
_	1	2		3	4		5			6	-	7	1	8	Г	9	_	10	-	11			12	T	18	3		14	1					
			Rs.	А. Р.		Ra	. л.	P.	Ra.	A. P.	Re		1		De			Rs. A. P.	Re	, л.	- P	Do.	А. Р	R.		D	Do	A. P.	1					
1	All goods on which freight is charged by weight by the steamer companies and where the weight of any single pack- age does not exceed 35 cwt.	Per ewt. or part of a ewt gross weight.	0	1 0	Per ton or part of r ton,	١,	4	- 1		8 0	1	0 12 0		Per owt, or part of a owt.		2	- 1	0 0 3		0	- 1		2 6	1	0 5			0 9	1					
. 2	Over 35 cwt. but not exceeding 30 tons.	Do.	0	3 0	Do.	3	12	0	0	8 0	١,	0 12 0	ŀ	Do.	0	4	0	0 0 3	0	0	6	0	2 6	١.	0 0	5 0	0	2 3						
3	Over 30 tons but not exceeding 100 tons.	Do.	0	8 0	Do,	10	0	0	0	8 0	١.	0 12 0		Do,	0	9	0	0 0 3	0	0	6	0	2 6	1.	0 5	5 0	0	6 0						
4	Cotton piece goods	Per balo or case,	0	4 0	Per bale	0	4	0	0	1 7	١,	0 2 5		Per balo or	0	8	0	0 2 0	0	4	0						0	3 0						
5		Per ton or part of a ton,	1	0 0	Per ten or part of a ton.	1	0	0	0	8 0				Per ten or part of a ten,	1	8	0	Special rates.		occin							0	12 0						
6	Gold, Silver, Jewellery	Per pkg.	0.	4 0	Per pkg	١.	4		0	1 7	١.	0 2 5	-	Per pkg.		8		0 2 0	١.					1				3 0	1.					
7		Per c, ft.			Per c. ft.		0 1	- (		0 2	ı	0 0 1		Per e, it. or part.		0 1	- 1	0 0 1		0	- 1		0 10		0 2			0 3	1					
8	Over 100 c, ft, and up to 200 c, ft,	Do,	0 1	. 0	Do.	0	1 (	,	0 (	5	(	0 7		Do.	0	2	0	0 0 1	0	0	6	,	0 10	١,	0 2	: 6	0	0 9						
9	Over 200 c. ft	Do,	0 1		Do.	٥	1 0		0 (		١,	0 11		Do.		3								1.					1					
10		Each	2 0	- 1	Each		0 0	1	0 1			3 0	1	Each		0	- 1	0 0 1		0	6	0	0 10	1	0 2	6		1 1	1					
11	Horse-boxes	Do.	4 0		Do.		0 0		1 10	- 1		6.0	1	Do.		0	- 1	100	i .						•••			8 0	1					
	None The fleetiers					•		- 1	- •			. /	3	Į	١ '	v	٧	. 0 0	1 2	U	U			1	•••		- 3	0 0	1					

Norm.—The floating cranes, 100-ton sheers or 5-ton cranes at the Dooks are used for lifts of swork after  $\delta$  x.x. or before 7 x.x., or on a holiday a free of its, 10 per hour is charged for our life.

Where no basis for freight charge is laid down, the harding-charge will be recovered on weighter In the case of matches, double the Scheduler rates are charged on all packages not removed on the landing charge is recoverable at 0-1-0 per package the River due shall be \$6.

									RE	NT.					Overside.						_				
	Inc	lnv	i vo		_	Sıı	ED.			НЕ	ΑV	v L	IFT !	ČAI	D.				Over	ISIDE,					
Basis of charge.	rat	e (f	6, 6	afte	fir lay	st s	Per ther			afte	fit	rst ys rce	Per			Removal,			Removal,			Basis of charge.	Rive	or I	Due,
8		9	_		10			11			12			13			14		15		16	_			
	Rs		Р.	Rs.	Λ,	ı,	Rs.	۸.	Р.	Rs.	Λ.	. Р	Rs.	۸.	Р.	Rs	. л.	Р.		Rs.	λ.	Р.			
Per ewt. or part of a owt.	0	2	0	0	0	3	0	0	6	0	2	6	0	5	0	0	0	9	Per ton or part of a ton.	1	0	0			
Do.	0	4	0	0	0	3	0	0	6	0	2	6	0	5	0	0	2	3	Do,	1	0	0			
Do,	0	9	0	0	0	3	0	0	6	0	2	6	0	5	0	0	6	0	Do.	1	0	0			
Per balo or case.	0	8	0	0	2	0	0	4	0		•••					0	3	0	Per bale or	0	3	3			
Per ten or part of a ten.	1	8	0	Sp	eei les.	n.l	Sp ra	eci tea	al.							0	12	0	Per ton or part of a ton.	1	0	0			
Per pkg.	0	8	0	0	2	0	0	4	0							0	3	0	Per pkg.	0	3	3			
Per e, it. or part.	0	0	10	0	0	1	0	0	3	0	0	10	0	2	6	0	0	39	Subject to a minimum charge of Re. I.	0	0	4			
														•											
Do.	0	2	0	0	0	1	0	0	6	0	0	10	0	2	6	0	0	9	Do.	0	0	10			
Do.	0	3	0	0	0	1	0	0	6	0	0	10	0	2	6	0	1	11	Do.	0	1	3			
Esch	4	0	0													1	8	0	Each.	1	10	0			
Do.	8	0	0	1	0	0	2	0	0							3	0	0	110.	3	4	0			

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Heats. The minimum charge for the use of a floating crane or the 100-ton sheers is Rs. 50, and for Ascuta charge of Rs. 50 is made for the use of a floating crane above Howrah Bridge or below the

nonnement hasis at the Commissioners' option, but working day after the day of landing, 48 to per puckage. Subject to a minimum charge of Re. 1 on any consignment.

# Digest of charges to be levied at the Docks on goods handled there which are $_{\rm Nd}$ direct Import or Export goods.

Ho	How received. How disposed of		· Place of Destination.	Chn	rges to b	o levied.	Restau
1.	Foreign Wagons.	Local Wagons.	Any point on P. T. Ry not hoing a Dock Shed or Warehouse,	Terminal.	Rent.	P. T. Ry. freight.	
2,	Do,	Carts, Lorries or Coolies.	Unknown.	Do.	Do.	Loading.	
3.	Do.	Boats,	Non-shipment,	Do.	Do.	Shipping.	Ì
4.	Do.	Boats,	Shipment in the stream.		Do.	Do.	
5.	Do.	Foreign wagons,	Foreign Railways,	Terminal.	Do.		1
6.	Local Wagons,	Local wagons.	Any point on P. T. Ry not being a Doe Shed or Warehouse.	Do.	1)0.	Freight.	
7.	Do,	Carts, Lorries or Coolies,	Unknown,	Do.	Do.	Londing.	
8.	Do.	Boats.	Non-shipment.	Do.	Do.	Shipping.	
9.	Do.	Boats.	Shipment in the stream.		Do.	Do.	
10,	Do.	Foreign wagons,	Foreign Railways.	Terminal.	Do.		
11.	Boats :	Local wagons,	Any point on P. T. Ry, not being a Dock Shed or Warehouse,	Þo,	Do.	Landing	Freigh
12.	Do.	Carts, Lorries or Coolies.	Unknown,	Do.	Do.	Do.	Louli
13.	Do.	Boats,	Non-shipment,	Do.	Do.	Do.	Shippi
14	Do.	Boats,	Shipment in the stream.		Do.	Do.	Do.
15.	Do.	Foreign wagons.	Foreign Railways.	Terminal.	Do.	Do.	
	Carts, Lorries or Coolies.	Local wagons.	Any point on P. T. Ry. not being a Dock Shed or worshouse,	Do.	Do.	Unloading.	P. T. F
7.	Do.	Carts, Lorries or Coolies.	Unknown.	Do,	Do.	Do.	Londin
8	Do.	Boats.	Non-shipment.	Do.	Do.	Do	Shippin
9.	Do.	Boats,	Shipment in the stream,		Do	Do.	Do.
0.	Do.		Position Page	Perminal,			

N.B.—The loading and unbassing charge is only to be recovered where the Commissioner labor in employed or where a single package exceeds 35 Get.

Gaminic received at the Deck for redenging purposes are exempted from the terminal charge. Rent is to be recovered at the rates given in Section 17.

# THE COMMISSIONERS FOR THE PORT OF CALCUTTA.

pigest of Shipping, River Due, Removal and Rent Charges on Export Goods.

COCCUMPANDADOCOCCUP SEE	Description of goods.	Basis of charge.	Shi	ppi	ng.	Rei	heli		we par	ome	nt er or	Basis of charge.	Rive	r D	ue,
Contractor	1	2		3			4			5	_	6		7	_
-			Re.	۸.	Р.	Rs.	Α.	г.	Rs.				Re		
	J. Coal	Per ton or part of a ton.	0	8	Ð	char du (ii	dh ge i	ig und ng		1	01	Per ton or part of a ton,	20	8	0
-	2 Cotton, Hemp, Jute and all fibres in bales.	Per bale.	0	4	0		3		0	i	0	Do.	1	0	0
	3 Grain and seeds excluding rice.	Per ton or part of a ton,	0	8	0	0	6	0	rat		r of sec 26	Do.	1	0	0
1	4. Hides and Strins	Per cwt, or part of a	0	1	6	0	1	13	0	0	4}	100.	1	0	0
	<ol> <li>Manganese Ore and all Ores shipped in bulk.</li> </ol>		0	s	0	0	G	0	0	0	61	Do.	0	10	0
1	6. Tes 7. Sheep and Goats 8. All other animals not in	Per 100 lbs. Per animal. Do,	0 0 2	$^{1}_{2}_{0}$	0 0 0		0	9			3	Do. Per animal. Do.		0 1 10	7
	<ol> <li>All other goods on which freight is chargeable by weight and where the weight of any single pack- age does not exceed 35 out.</li> </ol>	Per ton or part of a ton.	0	12	0	0	9	0	0	3	0	Per ton or part of a ton,		0	0
	10. Over 35 cwt. but not exceed- ing 30 tons.	Per ewt. or part of a ewt.	0			0	-		0		9	Do.	1	0	0
1	11. Over 30 tons but not exceed- ing 100 tons.	Do.	0	8	0	0	6	0	0	2	0	Do.	1	0	0
Contraction of the last	12 All other goods on which freight is charged by measurement if any single package does not exceed 100 c. ft. with a M/C, of 0-1-0 per package.	Per e, ft.	0	0	5	0	0	34	0	0	13	Per c. ft. subject to a minimum charge of Re. l.	0	0	4
-	14 Over 100 e. ft. and up to 200	Do.	0	1	0	0	0	9	0	0	3	Per c. ft.	0	0	10
	H. Over 200 c. ft	Do.	0	1	6	0	1	11	0	0	43	Do.	0	1	3

For month or part of a month, remouth or part of a month payable on the maximum stock held during the month. 2 banker Coal 0-60 per ton or part of a ton,

# PORT COMMISSIONERS' BYE-LAWS.

NOTIFIED UNDER No. 89-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 stages, planks, poles or any articles provided by the Commissioners for vessels leading or discharging shall be used without a written order from the Dock or Jetty Superintendent, and when the discharging or leading is completed they shall be replaced on the quay or jetty slongside the vessels.

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

2.—All the quays, sheds gates, and the land within the Dock or Jetty fence shall be in charge of the Dock or Jetty Superintendent, who will manage all operations connected with the landing and ship ping of goods, storage in the sheds and open. He will be good, storage in the sheds and open. He will be proported to the proportion 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 obsuration to, Dock or Jetty officers in mooring, unmoorjective to another park, 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 hanling in or uet of Dock or to or from the Jetties, or which interfere with another vessel's leading or discharging, shall be removed on requisition by the Commissioners.

7.—No fender which will not float shall be used over the side of permission, and must be stowed at once no his order. In all cases they must be stowed before sunset.

3.—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 unatter or some other responsible officer shall always be on beard in charge to superintend and assist in earrying out all duties in connection with the vessel or its cargo, and that there is a sufficient erew to carry out orders issued by the servants of the Commissioners in charge;

(f) see that all exhaust steam or water pipes from winches or other machines are led down the side of the ship to below dock wall coping by a hose or other appliance.

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

(a) at the Docks securely fix the gangway supplied by the Commissioners during the whole time the vessel remains alongside the quay, and fix between sumsted 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 fost six inches wide, and of sufficient length, thickness, and strength the form a convenient communication between the jetty way of the vessel, and such gangway plank shall be perly and securely placed between the gangway of the vessel and the jetty during the whole time the vessel remains alongside the jetty.

 $11.\text{$\longrightarrow$}\Lambda$  preferential use of cranes shall be given for the discharge of import cargo.

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

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

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

14.—Vessels requiring to carry out petty repairs may do so in the Wet Dock when a borth is available without detriment to ordinary traffle, 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 dose 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 white she shall so remain:

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

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

\*a.—No furth-decked companies in the control of the

\*a.-No flush-decked country boat or eargo dinghee shall enter the dock for the leading and unloading of cargo.

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 eargo, and no fires shall be allowed on them between 9 r.m. and 5 a.m.

4The person in charge of any cargo boat, barge, flat, or any other craft within the Kidderpore Doeles or in the entrances to the same, shall remove bis craft to any other place within the Doeles, or the outrances, when called upon to do so by any person authorised by the Commissioners of the Port of Calenta to regulate traffic.

117a.—Goods detained by the Customs Department for special examination under section 32 of the Sea Customs Act 1878 (Act VIII of 1878), shall, during such period of the detention as may be certified by the Collector of Customs to be not attributable to any fault or negligence on the part of the importer, be exempt from 12tties wharf-rent.

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

' No. 16-Mnc. of 3rd Fenruary, 1919. 4 No. 131-Marine, dated 6th September 1898. ‡ No. 27-Marine of 4th April, 1917. 19.—No person shall open, or attempt to open or shut, any dock gate, shuce or valve, nor any swing-bridge without orders from a duly authorized sorvant of the Commissioners.

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

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

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

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

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

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

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

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

All lights, whether oil-lamps or candles, used on board vossels in bock, except as mentioned in the following paragraph, shall be in globes or scurred 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 analonger the safety of, or to ignite any goods, property, or vessel in the Dock or in the Dock remnises. All applications for special permission to use fires at any other than the preseribed 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 laving been endowsed by the Dock Superintendent, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Deck Superintendent by 10 A.M. on the following day.

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

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

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

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

31.—No coals, cargo or ballast is to be shifted in 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 tast to the shorter that the centre on the blocks, all duty on board is to cease in order that the crew may be available to trim the vessel, if required, by the Dock Master.

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

34.—As the safety of the ship depends on her prompt shoring the most particular attention is requisite to the observance of the foregoing rule. No exerctions 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., saltpetro, acids, sulptroleum, &c.

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

N.B.—Rules 23 to 34 apply only to vessels going into the Graving Dock.

Master's delivery order, Customs bill-of-entry, and Dock or Jetty

37.—Every package, bule or case sent for shipment at the Dock or the Jetties shall be entered in a curt 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 entrent license number of the cart.

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

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

40.—The holidays, for which fees shall be granted, shall be all holidays declared by the Bengal Chamber of Commerce.

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

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

43.—During the time it is actually necessary for goods in course of adding 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 r.M., on all days, except Sandays and holidays authorised by the Commissioners; and no business shall be transacted on the wharves during the hours increming between 6 r.M. and 6 A.M., nor on such Sundays and authorized holidays, except on payment of overtime or extra fees respectively.

47.—When goods are to be landed or shipped inward or outward, and the there is a state of the goods, shall be tendered to the cashier by applicants for the passes. On the data furnished in these challens, the passes will be drawn up and the tolls levied. In the absence of such challens, owhere reasonable doubts exist with regard to their gonuineness or correctness, the calculation for levying the toll shall be based on the registered tonings 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 at the regular crossing.

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 niver from any pier, quay, jetty or vessel or in any other manner whatsever.

†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

No. 87-Marine, dated 6th August, 1906.
 No. 69-Marine, dated 12th July, 1910.

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 earge, goods, articles substance or thing being cast or thrown or falling into any docks or dock channel of the river from any vessel, the Master or other person for the time being in actual charge of such vessel or the cargo, shall within three house cases and the case of the case of the occurrence, the case of the case of the occurrence, the case of the case of the case of the occurrence of the case of the c

56.—Any person committing an infringement of any of the fore-going 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 the Musters of Vessels.

Masters of vessels using the Jetties are supposed to be acquainted with the port rules and Jetty byo-laws; but the brought to mide. Jetty Superintendent shall send on board each strong instructions for the guidance of the officers on board. All Jetty officers and employes 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 earge, the Commissioners hereby notify that they do not supply slings for ordinary earge, and, under the provisions of bye-law No. 0, 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 earge being safely deposited on the brucks. The lifting of heavy weights by the ship's gear is prohibited, and an application should be made for the floating craus. 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.

# Loading the slings.

The attention of masters of vessels discharging at the Jetties is insufficiently loaded, and the masters are requested to life slings different to the content of the difference 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 Jotties, 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 Jotties.

# Re-shipping cargo and overside delivery.

When goods landed at the Jetties are to be re-shipped the moster 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 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, so call such placed in the lock-fast godown, the key of which will be made over to the chief officer of the vessel.

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# 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 eargo 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 listed, 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 prohibitor.

# 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 r.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 diseharge 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 natter or any broken glass, carthenware 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 pot, shall be liable to a fine not exceeding ten rupoes 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.
- 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 the time and manuer of the entry of a vessel 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 doors off ready for examination.

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

The Owner, Agent or Master of the vessel shall likewise be bound to make known to the Commissioners in writing on the application (Appendix B) the style of construction of the vessel's bottom,  $e_{\mathcal{P}_{\tau}}$  whether she has a bar-keel, a keel-plate or camber in the keel or any overhanging, or other special construction.

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

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

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

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

- 5. Save as hereinafter mentioned, no 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 purties engaged in the work, will prevent the complotion 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
- 6. In regulating the admission of vessels into the Dry Docks preference shall be given to vessels with a gross tennage of not less than 1,090 tons, and the Deputy Conservator shall likewise be at the theory, with the approval of the Vess-Chairman, to give priority of regulating to such vessels as shall receive the use of the Docks for regulating to such vessels as shall return the two contents of the tent of the content in the content of the content in the content of the content
- \*7. If any vessel shall not leave the Dry Docks at the expiration of the period for which she was regulated the Deputy Conservator may, with the approval of the Vice-Chairman, remove any such vessel.

\*(Vide No. 93-M of 10-6-21).

If such removal be impossible owing to work being in progress that lyaw for every period or part of a period of 24 fours of occupation of the Dry Docks beyond the period for which regulated, two-thirds of the charge laid down for the first 24 lows eccupation of a Dry Dock.

The owners of any vessel removed from the Dry Docks under the provisions of this bye-law shall pay to the Commissioners all the expenses incurred in so doing including the cost of making the vessel water-tight if necessary.

- 8. The Deputy Conservator may, in his discretion, allow any ressel, 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 reader her immediate admission to the Dry Docks actually necessary, to enter the Dry Docks in priority to all other vessels standing on the regulating list.
- 9. Blocks, shores and stages will be provided by the Commissioners as follows:—
  - Blocks.—One set for the length given at the time of regulating.
  - Bilge Shores.-In such number as may be required.
  - Horizontal Shores.—Two for every 15 feet of the length given at the time of regulating.
  - Stages and stage-ropes with poles or outriggers.—A sufficient, number to make one tier of stages round the vessel.
- 10. No block, shore, stage, pole, rope or other article belonging to the Commissioners may be removed without the permission of the Commissioners' officer in charge of the Docks.
- 11. No article belonging to the Dry Docks may be destroyed cut or otherwise damaged or allowed to go adrift, nor timber 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.
- 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.

PORT OF CALCUTTA.

THE DEPUTY CONSERVATOR.

SIR.

Calentta,

	at the undermentioned vessel may be about the
Description of work to be d	one in Dry Dock—
	of the Dock will be required.
Date	Signature of Applicant.
To	ENDIX E.
THE DEPUTY CO	NSERVATOR
Str.	Port of Calcutta.
Dock:—	will arrange to take the undermen- into Dry
Name of vessel	
Length	
Beam	
Depth of hold	
D. D. C.	
Disulance into E	of at draft stated
Date and hour when vessel w	ill be ready to dock
For home of work to be don	e in dock
for now many days the use o	n be ready to dock e in dock f the dock will be required
I hereby agree to accept the t ye-laws for the regulation of the alcutta Port Act, 1890, section 1:	erms and conditions imposed by the

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

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

# APPENDIX C.

# THE COMMANDING OFFICER,

SIR.

To

Your attention is invited to No. 4 of the Commissioners' byelaws, 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 bigges must be perfectly dry, fore and aft and kept so. All side and stern ports to be shut.

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

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

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

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

The vessel shall undock at \_\_\_\_\_M. on the day of \_\_\_\_\_ and water will be let into the Dock at \_\_\_\_\_ satisfy themselves that sen-cocks, bilge-holes, and other aportures 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

192 . Deputy Conservator.

# THE COMMISSIONERS FOR THE PORT OF CALCUTTA

Notice for the guidance of Musters 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 see Bye-law No. 4. hearly as possible, on even keel, otherwise she may and stern ports to be shut.

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

4. Water bulbst is not to be run out of a vessel while in the Dry So By-bas No. 12 Docks, except when written sanction has been obtained from the Deputy Conservator to do so and after the vessel has accepted in writing all risks. The necessary form of application may be obtained from the officer in charge of the Dry Docks.

5. Plugs are not to be removed from a vessel's bottom, and no see Bye-law No. 4. bblge water is to be run out or thrown or pumped out into the Dry Docks without the sanction of the officer in charge of the Docks.

6. Galley refuse, sweepings and rubbish are not to be thrown See Section 137, about the Dock premises, but must be deposited in the proper receptace whiche will be provided by the officer in charge of the Dry Docks.

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

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

# KIDDERPORE GRAVING DOCKS.

Dimensions, No. 1 Dock.

 Length on blocks
 ...
 520 feet.

 Width at entrance
 ...
 67 ".

 Least depth on blocks
 ...
 23 ".

 Dimensions, No. 2 Dock.
 ...
 463 feet.

 Length on blocks
 ...
 463 feet.

 Width at entrance
 ...
 ...
 ...
 ...
 67 ,

 Least depth on blocks
 ...
 ...
 ...
 23k ...

# TONNAGE SCALE FOR PILOTS-1924.

# (From 1st April 1924.)

Branch Pilots	***		Over	5,000	tons.	
Senior Master					to 5,000	
Junior Master Mate Pilots	Pilots	1.1			to 3,350	;;
Mate Phots	***	•••	Up to	2,350	tons.	
Constant			-			

# STRENGTH OF THE BENGAL PILOT SERVICE 1994.

				E TOTAL	1022	
Branch Pi	lots					18
Master	,,	Senior Junior	• • • •			20
Mate		(Jumor	***	***		6
Leadsmen	13	***	***	***		3
Deadsmen				***		16
						-
				TOTAL		62

# PILOTAGE FEES.

 $N_0$  changes were made in the pilotage fees on vessels visiting the port of Calcutta in 1924.

The scale of fees was only raised 25% from 1st May 1918 to 30th November 1918 to meet any difference between half the pilotage fees payable to pilots and the minimum remmeration at the following rates sanctioned for the different grades of pilots with effect from 1st April 1918 and for the period of the war:

Branch Pilots	 Rs.	1,800	per	month
Senior Master Pilots Junior Master Pilots	 "	1,100		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Mate Dilete	 33	700	.,	

# NOTIFICATION.

NOTIFICATION.

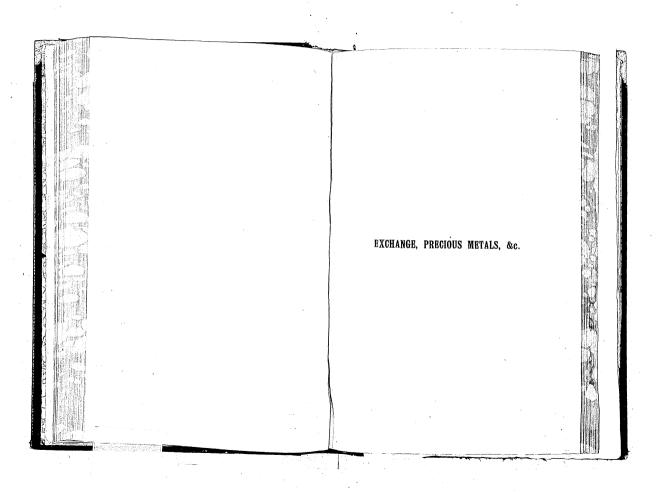
No. 41-Mae of 17th March 1924.—In exercise of the power conferred by seation 35 (i) of the Indian Ports Act, 1908 (XV of 1908) as amended by Act VI of 1916 the Governor in Conneil is pleased to amended by Act VI of 1916 the Governor in Conneil is pleased to the theoretical theoretical through the property of the please of the river addition to the ordinary pilots in the lighted reaches of the river Hughli (ris, the stretch of the river Hughli (ris, the stretch Kulpi lighted anchoring Buoy and the Saugor Light House) of the river before day light —

(ii) Vessels of moder 3,000 tons gross and under 5,000 cons gross and under 7,000 cons gross and 0,000 cons gross and 0,000

# THE COMMERCIAL FLEET OF CALCUTTA.

Arrivals in the Port

	<del></del>		irrivais	in the										
YEAR.	- S/	HANG VES		_	STEAMERS.									
YEAR	Number.	Gross Tormage	Averag Tonnag	Numbe	r. the Sue Canal.	Gross Tonnage.	Average Tonnage							
1900	42	64,877	1,544	1,352	204	4,421,559	3,270							
1901	31	43,400	1,400	1,308	256	4,504,973	8,444.16							
$1902\ \dots$	29	39,721	1,369-68	1,292	227	4,493,927	8,478-27							
1903	29	42,128	1,452-68	1,311	238	4,737,009	3,613-27							
1904	25	87,913	1,516-52	1,458	262	5,484,332	3,761-54							
1905	18	27,607	1,533-72	1,554	242	5,799,319	3,781.86							
1906	11	17,094	1,554.00	1,584	249	6,101,947	3,852-23							
1907	8	13,430	1,678-75	1,546	231	5,936,939	3,840.19							
1908	1	1,829	1,829	1,634	236	6,233,949	3,814-14							
1909	2	1,514	757	1,585	254	6,060,756	3,823.82							
1910	2	437	218.5	1,687	258	6,435,196	3,814:57							
1911	1	375	375	1,681	277	6;599,985	3,926-22							
1912	1	3,765	3,765	1,744	268	7,048,729	4,041.7							
1913				1,629	279	6,825,505	4,189.99							
1914				1,491	255	6,255,371	4,195.41							
1915	1	375	375	1,233	250	5,256,585	4,263.24							
1916	2	4,015	2,007.5	1,124	Not ob-	4,567,504	4,063-61							
1917	7	5,433	776:14	927	96	3,596,024	3,879-2							
1918	8	8,819	1,102:37	874	156	3,522,836	4,030.7							
1919	10	11,506	1,150-6	1,092	258	4,554,857	4,171.11							
1920	4	2,600	650	1,395	371	6,192,817	4,439.29							
1921	2	1,216	608	1,275	294	5,997,632	4,704.03							
1922	6	13,580	2,263.3	1,169	312	5,644,757	4,828.7							
1923				1,144	304	5,769,689	5,043.4							
1924				1,222	348	6,457,182	5,284.1							
95					1									



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EXCHANGE.
QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1923.

DATE OF MAIL.		Telegraph.	Demand.		Demand.		Bank Bills, three	months.		Creatily Sty months	Document for	payment, three months.	Document for ac-	months.	Silver per oz. in London.	Imperial Bank of India minimum.	Bank of England rate of discount.	Enfaced Rupee Paper, 3½ per cent.	Government Secu- ritics, 34 per cent.	Government Secu-
1923.	8.	d.	8.	d.	8.	d.	8.	s. d.		s. d.		d.	d.	Per cent	Per	Æ.	Rs.	Rs.		
4th Jan.	1	48	1	4,%	1	437	1	416	1	$4^{28}_{0}$	1	43	319	7	3		58	49-6-0		
11th ,,	1	444	1	4,5	ı	4 %	1	416	1	1,50	1	450	31 %	s	3		573	49-8-0		
18h ,,	1	4 %	ı	442	1	4√8	1	410	1	478	1	413	32	s	3		571	49-0-0		
29th ,,	1	5)	1	550	1	433	1	$5\frac{\Lambda}{10}$	1	5,10	1	5	3211	S	3		57	49-0-0		
ist Feby.	ı	4/4	1	425	1	415	1	4%	1	483	1	411	31 📆	8	3		57	49-0-0		
9h "	1	4#	1	411	1	4)2	1	452	1	$4\gamma_{\rm c}$	1	437	301	s	3		57	49-2-0		
lith "	1	433	1	4/2	1	4 %	1	44	1	434	1	4%	3013	8			579	49-8-0		
22ud "	1	44	1	4%	1	41	1	$4\frac{1}{9}\frac{7}{9}$	1	1 å	1	431	302	8	3	lable.	5876	50-0-0		
let Mar.	1	4/2	1	4 %	1	41	1	450	1	48	1	411	312	8	3	Not available.	58}	50-6-0		
5th ,,	1	45	1	$4\frac{7}{\sqrt{6}}$	1	41	1	411	1	48	1	434	32	8	3	ž	583	50-4-0		
18h "	1	4519	1	$4V_6$	1	41	1	413	1	41	1	$4\sqrt{2}$	325	8	3		591	50-9-0		
23nd ,,	1	44.	1	470	1	41	1	413	1	41	ı	47.	32,7	s	3		61	51-14-0		
29th ,,	1	41	1	45%	1	4 %	1	416	1	150	1	4%	3212	8	3		61	51-14-0		
≅h Apeil	1	43	1	4]	1	4 2 5	1	410	1	4 <sub>16</sub>	1	4,82	32 %	8	3		61	51-14-0		
lith "	1	4.9	1	41	ł	4,5	1	476	1	4 %	1	41	3115	8	3		623	53-0-0		
lith "	1	45	1	4%			1	135	1	4 2	1	4 % 1	32/5	8	3		632	54-0-0		
9h ,,	1	41	1	4,5			1	43.2	1	42	1	431	3213	8	3		63	54-0-0		

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EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1923.—(Cond.)

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**EXCHANGE.**QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1923.—(Concid.)

DATE OF MAILS	Telegraph.	Demand	Bank Bills, three		Credit, six months.	Document for	payment, three months.	Document for ac- ceptance, three	Silver per oz. in London.	Imperial Bank of	Bank of England	Enfaced Rupes Paper, 3½ per cent.	Government Se- curities, 33 per cent.	Government So- ourties, 3 per	DATE OF Mall.	Telegraph.	Demand.	Bank Bills, three months.	Credit, six months.	Document for payment, three months.	Document for acceptance, three months.	Silver per oz. in London.	Imperial Bank of India.	Bank of England rate of discount.	Enfaced Rupes Paper. 3½ per cent	Government Secu- rities, 3½ per cent.	Government Secu- rities 3 per cent.
1923.	s. d.	s. d	. s.	d.	e. d.		. d.	*. d	d.	Per	Per	£	Rs.	Rs.	1923.	e. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.		Per	£	Rs.	Ra.
3rd May	1 45	1 4:	Fe		1 41	1	433	1 4	328	8	3		631	54-0-0	6th Sept.	1 410	1 4,5	1 41	1 4%	1 433	1 4,50	311	4	4		65]8	56-9-0
10th ,,	1 3	1 4	···	-	1 47	1	43%	1 4	32-	8	3		64	54-10-9	13th ,	1 4%	1 45	1 42,	1 48	1 435	1 48	31-7	4	4		651	56-5-0
17th ,,	1 4	1 4	·	ĺ	1 47	1	4 3 2	1 41	321	8	а		65	54-15-0	99th	1 4%		1 433	1 42	1 417		317	4	4		652 6514	56-5-0 56-5-0
24th "	1 4	1 4,	·	-	1 43	1	41	1 45	327	8	3		65}	56-0-0	4th Oct.	1 43	1		1	1 443		3144		4		641	55-11-0
31st ,,	1 44	η.	1	1	$1 - 4\frac{7}{10}$	1	$4^{\frac{1}{2}}_{0}$	1 4	32,0	6	3		65]	56-2-0	1164	1 411	1 48	1 433	1 47	1 418	,	011	١.	١.١		641	55-6-0
7th June	1 4	1 45	1 (	1	1 47	1	4,%	1 42	313	5	3		65	55-120	19th	H	0	L	I	D	1 4 <sub>1 δ</sub>	31g Y.	4	4		045	55-6-0
14th ,,	1 45	1 42	1 4	45	1 415	1	4,≨	1 45	319	5	3		64	55-0-0	59h ,,	н	0		I	D	Δ	Υ.			ple.		1
21st · ,,	1 43	1 4	1 4	à	1 476	1	420	1 43	313	5	3		63 <u>I</u>	54-12-0	let Nov.	1 4]3	1 435	1 48	1 5,3	1 451	1 416	313	4	4	available.	62	53-9-0
28th ,,	1 41	1 41	1 4	ı	1 411	1	414	1 45	314	4	3	Not available.	6314	54-13-0	8th "	H 1 480	0	L	I	D	Λ	У.			Not	004	54-10-0N
5th July	1 41	1 41	1 4	78	1 433	1	433	1 48	3012	4	3	t ava	648	55-3-0	22nd ,,	1 45	1 413	)	1 5/2		1 5%	324) 33-A	1	4			54-2-0N
12th .,	1 41	1 43	1 4	a.	1 4%	١,	48		"			å			29th ,,	1 5,5	1	1 54	1 512			33-7	1	4		621	53-9-0
19th ,,				Į		1		1 41	1 1	4	4		642	55-9-0	6th Dec.	1 5%	1 5,5		1 51	1 53%	1 53	33-	6	4		614	53-2-0N
	1 48	1 42	1 4	A.	1 417	1	433	1 45	30%	4	4		647	55-9-0	13th ,,	1.5	1.5,5	1 54	1 51	1 5 <sub>80</sub>	1 51	331	6	4		631	54-0-0
26th ,,	1 47	1 43	1 4	a la	1 41	1	415	1 48	3015	4	4		6418	55-9-0	91th ,,	1.5%		1 5,7	_	1 518		338	7	4		63 %	54-9-0N
2nd Aug.	1 43	1 47	1 4	4	1 415	1	45/2	1 43	30g	4	4		65	55-13-0	77th ,,	н	0	L	1		А	Υ.					
9th: ` ,,	1 45%	1 42	1 4	2	1 416	1	4%	1 41	3012	4	4		65 %	56-20													
16th ,,	1 4	1 45	1 4	A	1 41	1	4,%	1 43	31 17	4	4	ĺ	654	56-4-0	70	mar a	NOUNT						1				
23rd ,,		١,		1	Holi	day	.					ĺ			1	On Cal		OF CO	SOLD	BILLS DURING	7 THE	YEAR	1928	Val	<i>TRANS</i> ue recei 3,183,12	red.	N .

3,183,128 13 · 6 6,408,919 11 · 8 886,766 10 10 207,682 · 6 · 0 Bombay
Karachi
Madras 4,67,38,000 9,31 72,000 1,27,23,000 30,67,000

Total Rs. 15,57.00,000

1004

201 EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1924 .— (Contal.)

	_	_															- 8	١,	7001				-								-	
DATE OF MAIL		relegraps.	Domond	To manner	Bank Bills, four months.	Coults six months	1	Decument for	1	Document for ac- ceptance, three		Silver per oz. in London.	Imperial Bank minimum.	Bank of England rate of discount.	Enfaced Rupee Paper, 33 per cent.	Government Secu-	Government Scon- rities 3 per cont.	Date of Mau-	Tolegraph.	Demand.		Bank Bills, four months.	Credit. six months	Document for pay- ment. three		eeptance, three mouths.	Silver per oz. in London.	e 6	Bank of England rate of discount	Enfaced Rapec Paper, 33 per cent.	Government Secu- rities, 34 per cent.	Government Secu-
1924.	ε.	d.	8.	d.	s. d.	8,	d.	۶.	d.	8. 6	ı.	d.	Per	Per	.£	Rs.	Rs.	1924.	s. d.	8.	d.	s. d.	s. d.	*. d		s. d.	d.	Per	Per	£	Rs.	Rs.
3rd Jan.	1	5₹9	1	53		1	522	1	55	1 5	46	3311	8	4		63	51-114	15th May	1 42	1 4	35		1 5 <sub>Y</sub>	1 5	ř,	1 5 %	334	8	4		672	58-4-0
10th ,,	1	$5\tau_0$	1	5,4		1	51	1	$5_{\pi_d}^{p}$	1 5	1	33 10	8	4		631	55-04)	25d ,,	1 42	1 4	3.5		1 53	1 5	ļ.	1 550	342	8	4		68å	58-6 0 to
17th ,,	1	5,5	1	$5\gamma_c$		1	541	1	515	1 5	ib	33 %	8	4		613	5540	50	1 42	1 4	17.9		1 51	1 5		1 5,5	34 %	7	4		672	58-7-0
24th ,,	1	5,7	1	51		1	53	1	517	1 5	4	33‡	8	4		647,	55-40	ith June	1 48	1.4	135		1 51	1 5		1 5,3,	347	7	4		687	58-6-0
.31st "	1	5,5	1	5 10		1	59	1	513	1 6	g	33}	8	4		654	55-114	lith "	п	0		L	1	D		Α	ν.					
7th Feb.	1	47	1	433		1	5g	1	5 g/g	1.0	1	338	8	4		663	57.04	Bb. ,,	1 481	1.8			1 53	1 5	,	1 5/4	35	6	4		68	58-6-0
14th ,,	1	5	1	5,1		1	51	1	574	1 /	+	34 %	9	4		667	57-20		1 5	1 6		1	1 54			. 5 <sub>1</sub>	34 16		4		679	58-2-0
21st "	1	43	- 1	416		1	531	1	51	1 8	s g	337.	9	4			ō6-84	2d July	1 5	1.0			-	İ			342	١.			674	58-0-0
28th ,,	1	43	1	411		1	5	1	4%	1 4	3-1	338	9	4	j	669	57-3-0					***	1 513			1 5%		5	4			
6th Mar.	1	48	1	483		1	5,5	1	414	1 4	13	337	9	4		664	57-4-0	•	1 5	1.5			1 51	1 5		1 51	34 /2		4		682	58-10-0
13th	1	43	1	41		1	52.	1	5	1 4	3.1	335	9	4		6614	57-20	lith "	1 534				1 57	1 5		1 54	346	5	4		683	58-6-0.
20th ,,	,	48	1	49		1	5,7	1	5	1 4	3.5	33 15	Ω	4			57-94	304 ,,	1 55				1 5%	1 5		1 532	34 %	5	4	•••	68	58-4-0
27th ,,	1	48	1	49		1	54	1	433		i	33,7,	9	4		603	57-60	list "	1 57.	1.5	44		1 553	1 5	4	1 535	3412	4	4		67.9	58-2-0 to 58-3-0
3rd April	١,	43	1	411		1	41		488			331	9	4		67	57-10 (	76 Aug.	1 53	1.5	41		1 53	1 5	2	1 53	347	4	4		672	58-3-0
10th ,	١,	4.9	١,	42		1	57		5	1 4		33-7-	8	4		674	57-14-00	10% ,,	1 5	1 5	4		1 53	1 5	12	1 53	34/	4	4		6711	58-4-0
17th ,,		4 4	, 1	-13			546	1	57.	1.0		331	8	4		678	١	F	1 53	1.0	44		1 555	1 5	å	1 521	34 4	5	4		672	58-2-0
24th ,,		47	1	421					5 %								55.64	- Tau	1 57	1.5	4		1 5%	1 5	à	1 547	34,4	5	4		673	57-7-0
1st May		43		49			54		453			331	8	4			58.0-0	th Sept.	1 512	1 5	74		1 527	1 5	3	1 553	34%	5	4		66%	57-4-0
8th ,,		41					513					3212	8	4		ĺ	58-2-0	17"														
19	1	- 1	٠ ا٠	*30		1 .	035		51	1 5	2.2	331	8	4		0/10	1	14														

#### EXCHANGE.

QUOTATIONS	RULING O	N MAIL	DAYS IN	CALCUTTA	DURING	1924(Concld.)

DATE OF MAIL	Telegraph.	Demand.	Bank Bills, four months.		Credit, stx months.	Document for pay- ment, three months.	Document for ac-	months.	Silver per oz. in London.	Imperial Bank minimum.	Bank of England rate of discount,	Enfaced Rupee Paper, 34 per cent.	Government Secu- rities, 33 per cent.	Government Secu-
1924.	s. d.	s. d.	s. d.	8.	d.	s. d.	8.	d.	d.	Per cent	Per cent	£	Rs.	Rs.
11th Sept.	1 5%	1 516		1	512	1 523	1	511	35	5	4		653	56-60
18th "	1 51	1 5]3		1	634	1 5‡	1	588	34 1 6	5	4		63	53-8 to 12
25th "	1 513	1 538		1	61	1 5%	1	53	35	5	4		647	5584
2nd Oct.	1 517	1 533		1	$6\frac{11}{32}$	1 64	1	64	351	5	4		641	5500
9th .,	1 61	1 6,8					١.		36	5	4			}
16th ,,	1 515	1 533		1	634	1 63	1	611	35 ra	6	4			55-84
23rd ",	1 6,10	1 678		1	613	1 64	1	6,20	35 A.	6	4		65 <sub>7</sub> %	56-14
30th ,,	1 6,1	1 63		. 1	611	1 6 <sub>76</sub>	1	$6_{3_{5}^{2}}$	3415	6	4		653	56-124
6th Nov.	1 51	1 53		1	63	1 3,7	1	64	34 78	6	4		65 H	56-84
13th ,,	1 53	1 5%		1	6,70	1 64	1	61	34	6	4		6649	56-144
20th ,,	1 5%	1 51		1	62	1 62	1	61	331	6	4		66 /2	56-100
27th ,,	1 6,7	1 67		1	6,3	1 6 <sub>76</sub>	1	632	33 %	6	4		65§	56-84
4th Dec.	1 63	1 61		1	η <sub>γ</sub> ο	1 68	1	61	33 7	6	4		65%	56.945
11th "	1 51	1 6		1	6,2	1 682	1	6.1	333	6	4		651	56-6-0%
18th ,,	1 63	1 67		1	69	1 6 s	1	6,9	325	G	4		66,16	56.60
25th ,,	н	0	L		1	D		٨	Υ.					

TOTAL AMOUNT OF INDIA COUNCIL BILLS AND TELEGRAPHIC TRANSFEES SOLD DURING THE YEAR 1934.

On Calcutta ... ,, Bombay ... ,, Madras ...

... Rs. ... "

... , = ,, Total Rs. Nil '= £ ES OF EXCHANGE DURING THE YEAR 1924.

					9	203									
	of of	Telegra- phio Transfers.	4.	6,1	:	63.8	63								
	Boxu rate ent.	Tran	- 6	_		-	-								
	London on Bondar. Minimum rate of Allotment.	Council Bills,	Ġ.	65%	9	:	63.8								
	н		6	-	-									 	
	MONTHS	DATES.		December 2	16	83	30								
42	Ă.	<u>د</u>		Decen	:	:								 	
AK 18	96	Telegra- phio Transfers.	76	613	:	68.5	63								
ΧE	ox ox FTA. n rate nent.	Tra	wi	_		-	-								
THE	London on Calcutta. Minimum rate of Allotment.	Council Bills.	ď.	6,12	9	159	$6_{3\frac{3}{2}}$								
N.		8ª	**	-	_	-	-							 	
KATES OF ENCHANGE DOKING THE YEAR 1924.	MONTHS	Dates.		December 2	,. 16	:	30								
EXCH	Losnos os Bonsar. nimum rate of Allotment.	Telegra- phic Transfers.	s. d.	1 572	;	1 552	1 555	1 63	:	:	1 6,3	:	:		
TES OF	Lusnos ox Boxisar. Minimum rate of Allotment.	Council Bills.	s. d.	:	;	:	1 54	1 6,3	i	1 6	1 6	1 553	$1 - 6_{32}$		
KA	LONDON ON CALCUTTA. nimum rate of Allotment.	Telegra- phic Transfers.	8. d.	:	1 54	;	1 534	1 64	1 625	:	1 635	;	. :		
	LOYDON ON CALCUTAA. Minimum rate of Allotment.	Council Bills.	s,	:	:	:	1 54	;	1 6	9 1	9 1	1 534	1 6,39		
				-	81	10	30	1~	2	-	83	7	55		
	MONTHS	DATES.		January	2	February	September	October	:	=	:	November			

Comparative Statement of the Prices of Rupee Faper ruling in each month in London, Calcutta and Bombay from 1922 to 1924.

MONTHS.	Highest and	Lo	NDON !	31%.		CALCUT	тл 34%.	1	Вомвач 3	1%.
	Lowest.	1922.	1923.	1924.	1922,	1923.	1924.	1922.	1923.	1921.
		£.	£	£	Rs.	Rs	Rs.	Rs.	Rs.	Ra
January	Highest	381	381	445	594	58	651	593	58	65)
,	Lowest	37	38	43	56}	57	63	571	574	631
February {	Highest	36§	387	45	563	59	669	571	591	05)
, (	Lowest	35	38	45	5511	57	659	56	574	631
March{	Highest	35	39	45	559	612	67,72	561	611	678
(	Lowest	344	38	45	551	588	661	56	59	66;
April{	Highest	341	41	47	57g	633	67g	57	633	675
		34	39	45	55 <u>1</u>	61	67	56	614	671
Мау{	Highest	371	42	47	59	651	681	59	652	68-
, ,	Lowest	35	41	461	571	63	67-76	57.1	631	67.
June	Highest	371	42	473	587	659	68‡	59	651	631
(	Lowest	371	42	47	579	631	6711	581	641	67;
July	Highest	38	42	48	58	65	688	581	651	68,
<sub>\</sub>	Lowest	371	42	471	57	64)	672	571	642	674
August	Highest	371	421	481	57.	661	687	574	661	68
)	Lowest	37	42	475	564	651	669	574	65.1	67
September {	Highest	37	43	474	581	66	667	581	65 <u>1</u>	67
1	Lowest	37	421	461	571	652	63 <u>±</u>	571	-	635
october	Highest	37	43	48	589	65Ł	659	581	653	651
· · · · · · · · · · · · · · · · · · ·	Lowest	37	42	463	572	62 k	64 <u>k</u>	- 1	65 4	641
lovember {	Highest	37	421	48	58]	64	669	581	623	663
()	Lowest	37	42	48	58	62		581	63.7	
ecember [	lighest	38	43	49	581	63g	65g 664	584	621	65 <u>1</u> 66 <u>12</u>
Ur	owest	37	421	48	572	612	- 1	581	639	
	lighest	381	43	49	599	66k	65₁€	58	62	65%
	owest	34	38	43	551	57	GSB	593	661	68/2
					005	01	63	56	571	est

	Interest by Drafts on India-		15th Feb. 15th Aug.	Jar.	lar.	hril	bri.	ė.	9	April	hpril	day	ep.	June	May.	an.	Inne	June	
			:	:	:	1	:	:	:	:		:	:	:	:	:	i	1	
s	ble.		:	:	:	:	:	:	:	:	1	i		1	:		:	ŧ	
LOANS	Repayable.		:	:	1931	:	;	958 ···	947	0	:	9	onths' notic	Ď.	Do.	Ď.	300	Do.	
ENT																			
VERNM	On London Books to 31st March 1925.	Rs.	21,45,800	34,93,800	64,79,500	11.59,500	60,50,900	4,04,225	31,71 275	4.27,000	Z.	2,40,26,600	52,75,700	2,53,14,200	1,08,44,100	31,76,300	11, 50, 550	19,78,800	9,51,28,250
INDIAN GOV	Amount of Capital on 31st March 1921.	Rs.	29,34,69,400	37,78,72,900	11,30,66,700		:	57,99,43,800	24,27,10,500	21,01,41,200	4,99,86,000	9,90,01,200	20,94,82,300	29,25,38,400	34,03,71,700	3,44,52,500	31,44,24,000	6,55,80,050	3.22.30.60.650
N			-	:	:	:	:	:	:	:	:	:	:	:	:	:		:	:
	.NS.		-		;	i	:	:	:	į	;	:	:	:	:	:	:	:	TOTAL
	RUPEE LOANS.		:	:	:	:	:	:	;	:	:	:	÷	÷	:	:			
	RUPE		Loan	:				E	:	Loan	;	:	:	1854/55	2	:		1896/97	
			% 9	9	9	9	99	100	20	20	*	7	34%	31%	35%	38%	30	% %	

	Interest when paid.	1881 6th April, 5th Oct. 1882 6th Jan, 5th Jan, 18, 5th Jan, 18, 5th Jan, 5th April, 2th Jan, and 3th Oct. 1893 7818 Ditto
		11111
	Repayable.	After 5th Jan., 1933 Not before 5th Jan., 1932 , 5th Jan., 1932 , 5th Oct., 1948
	z oi	
	Amount of Capital on 30th September 1922.	£ 6.101.054 22,407,506 88,974,606 67,006,334 11,639,937
		11111
	XS.	11111
	TERLING LOANS.	11111
	STERL	11111
		Stock
		190,000 m

# REGISTERED DEBT.

Dold Amount of Regissived Dols in India and Buginal ; the Net Amount borrowed and paid off; the Cost Balance on the last day of each year, and the interest pepalse annually in India and Buginal during 20 years from 1004:1005 to 1023-224.

		ľ								de la
	YEAR,		+ NET AMOU.	+ NR AMOUNT BORROWED.	TOTAL BEST REG LAST DAY OF	TOUAL BEIT REGISTERED ON THE LAST DAY OF EACH YEAR,	CASH BALANCES ON THE PAY OF EACH YEAR.	CASH BALANCES ON THE LAST DAY OF EACH YEAR,	INTEREST PAYAL	INTEREST PAYABLE ANNUALLY IN
			In India.	In England.	In India.	In England.	In India.	In England.	In India.	In Employed
			. Y.	4	Par.					
1901-03			4.9 573 400	120 000	100 004	2 00	Turk.	ų	Ex.	aj.
1903-04		-	0.0000000	200,000	Total Continues	Party Suppose	16,121,655	10,262,581	4,219,233	4,252,744
10000		1	++,783,238	+ 13,670,21S	126,081,002	146,457,459	17,672,183	8,130,519	1,281,037	4 713 933
10.000	:	:	+4,371,001	+1,061,195	130, 133, 033	117,518,631	16,192,333	5,006,812	1,533,591	100
1907-08	;	1	+2,374,430	+8,942,440	132,829,496	156,481,074	19,277,853	101 87 6		* 4.45,108
1508-00	;	1	+1,736,360	+4,492,296	131,543,031	100,073,360	15.352.710		Trofornés.	5,053,632
1909-10	:	;	+3,377,200	49,132,313	156,813,311	170 102 911	2	o's report to	1,000 LP30	5.310,025
1910-11	:	:	+1,233,905	101 000 1 +	134 007 910	100 000	10.410.141	15,809,618	4,764,713	5,430,758
1911-13	-	-	1.1 000 408		Transfer of the	Oronica in the	20,320,383	18,174,319	4.812,430	5,668,417
101010		-		- Table 1	100'000'000	128, 886, 397	18,410,533	19,463,723	4.877,616	2 707 80*
20101	:	1	+ 5,872,839	+605,200+	112,816,179	179,179,1903	25,039,697	9,789,634	0.0	Alle Sales
1913-14	ŧ	1	+2.549,100	-2,111,436	145,685,529	177.064.237	000 017 00		S1071305	5,719,887
1911-15	:	i	+ 4,840,941	-874,399	150.556.590	126 100 026	2000000	3,101,132	5,078,052	5,653,919
1915-16	;	;	+4,833,230	-1 018 549	155.00 730	THE THE THE	100,001,55	7,913,236	5,253,033	5,682,898
1910-17	:		17 400 592		Oli Control	110,111,522	18,021,081	12,503,318	5,152,999	5,663,319
1917-18		-		-	105-000-501	175,145,724	\$2,039,824	11,391,993	5,742,373	5.017.103
01 0101		:	220'812'7+	+63,812,851	170,078,579	270,057,573	22,957,766	16,625,416	2 104 010	Tall' tracks
61-6101	:	ŧ	+25,956,470	-34,429,003	199,085,319	202,328,570	95,000,387		CIC POLICE	8,827,162
1919-20	1	!	+20,380,749	-9.897.489	219, 410, 009	100 001 001	000 121 000	Tee'erree	8,001,336	7,139,089
12-0201	:	-	+ 37,690,786	1 201 602	978 100 000	1001001	CONTRACTOR	11.997,393	8,020,895	6,652,195
1921-22 (4)	:	-	434 695 600	000,100,000	100,000,000	191,229,216	13,835,690	7,209,832	11,341,430	0,000,145
1923-23		-	2000	+ 15/15/1913	417,010,015	192,113,561	25,061,317	S,995,3Sg	19,051,7186	7,478,918
1993-91		-	0.000,000,000	+37,017,936	411,071,025	212,631,497	25,958,013	9,521,909	17.665,3818	9,133,671
		-	-188,113	+21,169,135	110,582,011	263,500,632	31,138,229	10,381,217	20,105,2778	9,067,325

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From 1921-22 the figures are for Public Dobt and fuclude then
 (a) Arming Longering Poly, and receipted taken into account

DRAWINGS OF THE HOME GOVERNMENS
AMOUNT OF HOME BILLS forms to continue and bonds y the charge J

	AMOUN	T OF BILL	AMOUNT OF BILLS PAID IN INDIA.	CINDEA.	PEG	PRODUCE 1N	E STEELING.	.0.	Avmen	AVERAGE RATE OF ENCHANGE.	ov Excu.	ANGE.	Citx	век гов	Силван Ров Вленлячи."		Joseph Mary
YEAR.	Caleutta.	Madras,	Bombay.	Total.	Calcutta, Madras.	Madras.	Bombay.	Total	Calentia.	Madras, Bombay.	Bonntay.	Total Aveture,	Calcutta charge.	Madras, charge.	Benniny charge.	Total charge for Ex- change.	Bills drawn on India.
	Bx.(a)	Rx,(a)	Rx.(a)	Rx.(a)	23	4	7	12	· ·	x. d.	×	3	Barter	Rx.(a)	Rectar	Rx.(n)	ų
1901-03	118,353,436		3,308,217 14,170,270	-	12,286,287	2,381,191	9,479,548	:	1 4.039	1.470%	1.500	1 4:015					1922,525,19
1903-06	#27,008,028		15,552,324	5,535,335 15,552,332 147,038,710 115,034,101	115,031,101	3,932,861	10,109,041 31,896,063	31,896,063	1.47015	1 4:05	1 1:015	1 5.015					11,560,972†
1906-07	29,100,067		6,302,257 11,981,997		50,473,231 19,550,005		4,215,371 10,044,787 33,819,366	33,819,366	1 4.081	1 + 023	1.5001	1.081					33,432,196
1907-08	111,842,491	3,611,527	100,090,8	123,573,910	47,900,713	2,433,097	5,410,585, 13,746,000	15,716,633	1 1.015	1 + 025	1 4.058	1.50%					15,307,061
1909-09	18,679,98\$	100,233		528,070,021 (200,881,7	15,606,353	2,656,111	4,970,186 13,522,313	13,722,313	1 3761	13761	1 376	1.356)					13,915,426
1909-10	16,132,778	_	18,611,706	057,257,114,705,111,732,730	10,782,171		4,005,011 12,439,410 ‡27834,388	925,068725	1 1.01	1 400	1 4.01	1 4.011					27,116,556
11-0161	17,617,602		13,536,906	6,239,935 13,538,906, \$39,43,431 11,755,354	11,788,584	4,184,046	4,184,046 10,417,163 126359,796	126359,796	1.4058	1.41039	1 4:07	1 4,00	,	-1		٠.	26,163,303
1911-18	119,317,036		5,651,454 15,205,197	10,166,657	10,166,657 12,575,975	3,786,361	3,750,361 10,231,975 33,917,314	93,517,314	1 1.055	1 4.071	1 4:08	1 400	two	twot	1.50.06	LSLOE	27,039,550
1919-13	20,070,052		5,938,518 12,823,408		38,522,000 13,126,885	3,973,845	8,382,789, 25,983,519	55,983,619	1.4'086	90.5	1 \$70	1 5.06	8× 1×	ps as	lv 3	le de	25,759,706
1913-14	119,767,309		19,345,277	1.4S1,791 19,34S,217 T46,267,577 13,235,310	+13,235,310	5,008,863	12,956,581 4313/0,757	1319.0.737	1 4.069	1 4:07	1 4.08	1 4:02	ott s	u s	n s	nu s	31,200,527
1914-15	14,119,756	9,070,180		4,600,697 110,790,633 12,748,239	12,718,239	1,381,168	3,068,498 17,198,200	77,19×,983	1 4.01	1 4.013	1 4.007	1 1.000	oan2	Janz	amz	en e	7,748,110
1915-16	11,793,910		7,079,141 12,152,205	131,051,517	7,903,329	4,742,797	8,164,131,290,810,257	20,810,257	1 +.083	1.4-079	1.4.081	1.10%	ħΑ	la.	na.	ıa	20,354,517
1916-17	16,931,373		20,920,500	9,218,963 20,920,500 +47,074,139 11,390,044	11,390,005		6.198,610 14,052,573 231671,577	131671,577	1 4143	1.4.137	1 2.15	1 +147					82,998,095
81-7161	15,599,718		7,080,100 27,765,100	50,724,215	10,944,521	1,850,055	1,530,055 19,041,192 34,565,798	34,565,798	1 4.050	1 47588	1 4.429	1.4:196					24,850,032
1918-19	11,315,900		1,553,100 15,014,100	50,913,1005	8,157,677		3,334,977 11,024,774 22,537,4286	22,557,4258	1 5-255	1.5-685	1 549	265-91					20,046.314
1919-20	14,217,500		4,523,900 15,509,100		34,519,500 12,946,332		3,813,440 14,466,578 31,828,219	31,225,219	1 9:53	1 8-25	1 9-96	1 97631					31,226,219
1999-21(c)	1	:	:	1	:	:	-	1	;	:	:	1			_		:
1921-23(c)	,	1	-		:	:	:	;	;	:		:					:
1999-93	815,000	181,700	2,753,300	3,750,000	355,H1	123,033	1,591,530	2,570,026	1 1.33	1 4.55	1 4:49	1 1 118					9,570,026
1923-24	4,108,800	923,000	8,331,500	12,655,000	2,507,573	156,323	5,771,507,	8,738,703	1 4:10	10.4	1 4739	1 1.233					8,738,700
	1									ĺ	-	-		100	And white many		

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In tens of Rupees. Includes Re. 21,51,90,600=£13,346,000 drawn against Paper Currency Reser Then we are and the Comment Principles and the control of the co

YEAR.	Wonen's Pr	copuction.	AND GOVE	N IMPORTS. IVATE ERNMENT). AL YEAR).	dust only Lan	Council fts, Calcutta,	and downerd	ge.	Amount received in sterling for Go- vernment Drafts and Telegraphic Transfers.
	Quantity Fine.	Value.	Quantity.	Value.	Date dust	Darks, C.	Avon	change.	Amon wether Them (Plus
-	oz.	8	oz.	٤٠	e,	d.	e.	d.	£
1900	12,315,135	254,576,300	106,678	561,423	1	$4\gamma_{ii}$	1	$4\tfrac{15}{64}$	13,459,737
1901	12,623,527	260,992,9+0	274.506	1,291,760	1	4	1	343	18,379,611
1902	14,354.680	296,737,600	1,416,618	5,843,044	1	4	1	363	18,499,946
1903	15,852 620	327,702,700	1,566,237	6,621,106	1	$4_3 l_2$	1	$4\tfrac{3}{64}$	23,859,303
1904	16,804,372	347,377.200	1,516,992	6,470,591	1	$4\sqrt{g}$	1	$4\eta_{d}$	24,425,558
1905	18,396.451	380,288,300	65,473	305,326	1	4.2	1	$4\sqrt{s}$	31,580,454
1996	19,471,080	402,503,000	2,377,151	9,904,026	1	$4\gamma_{\tilde{a}}$	1	$4\sqrt{3}g$	33,418,716
1907	19,977,260	412,966,600	2,781,340	11,578,485	1	332	1	$4\sqrt{\varepsilon}$	15,307,061
1908	21,422.244	442,837,000	625,338	2,903.644	1	332	1	352	14,144,545
1900	21,965,111	454,059,100	3,505,136	14,452,007	1	310	1	362	27,444,600
1910	22,022,180	455,239,100	3,843,422	15,985,769	1	$4_{\tilde{S}_{2}^{k}}$	1	$4\gamma_{\bar{e}}^{1}$	26,212,866
1911	22,348,313	461,980,500	6,224,026	25,173,184	1	$4_3 \tilde{\gamma}_2$	1	$4\Delta$	27,067,839
1912	22,549,335	466,136,100	5,562,071	22,667,475	1	$4\sqrt{s}$	1	$4 \sqrt{q}$	25,743,710
1913	22,248,331	459,913,820	3,749,437	15.549.200	1	$4_{2}^{1}$	1	$4\tfrac{1}{16}$	31,200,827
1914	21,244,880	439,170,642	1,177,983	5,098,277	1	315	1	351	7,748,113
1915	22,678,191	468,799,812	-261,147	-739,413	1	313	1	$3\tfrac{4}{9}\tfrac{1}{9}$	20,354,517
1916	21,974,839	454,260,242	2,265,400	8,823,566	1	$4\frac{1}{16}$	1	4%	32,998,095
1917	20,294,304	419,520,457	4,207,069	16,785,727	1	432	1	$4\frac{1}{3}\frac{1}{2}$	34,880,681
1918	18,563,157	383,734,482	955,649	-3,709,212	1	5	1	532	20,946,314
1919	17,098,184	365,853,933	5,606,706	35,330,236	2	4.}	1	852	(11)31,226,219
1920	16,303,306	337,004,255	820,557	2,108,241		(b)	2	0.3	(b)
4921	15,974,962	330,231,792	-250,356	2,864,443		(b)	ı	432	(b)
1922	15,451,945	319,420,063	5,858,298	41,190,855		(b)	ı	35	2,570,026
1923	17,750,765	366,940,884	4,319,356	29,186,401	1	4312	1	335	8,738,705
2004		1			١				

\* £1=Rs. 15 and from 1019 £1=Rs. 10.

\* Compiled from the Report of the Director of the Mint, U. S. A. Far rate, £1 = \$4\*88\frac{1}{2}\$ (2) Approximate

(b) No sale of Council Bills.

S OF THE HOME GOVERNMENT.—(coneld). the Home Authorities on Calcutta, Madras and Bombay, with di ved in England, during 20 years, from 1904–1:05 to 1923-1924. DRAWINGS OF OF BILLS drawn by the Hon and the appoint borrened in

1900-10
1910-12
1910-15
1910-15
1910-15
1910-20
1910-20
1920-21(0)
1920-22
1920-22

# THE GOLD TRADE.

											2	10													
PRICE, CHINA LEAF 100 TOUCH, PER TOLAR	IN CALCUTTA.	Lowest,	1	IS.	93-15-6	0.0-16	25-1-6	21.3-0	21.2.0	21.00	93-11-0	23-15-0	21-0-0	53-0-0	0.4.0-0	03.9.0	91.19.0	96.1.0	9900	0-0-05	200	0.800	28-4-0	25-0-0	23-8-0
		Highest.	1	res.	94-19-0	92-5-0	2111-6	21-12-0	9-7-16	21-11-6	245.0	01:05	97-55	21-9.6	23-13-0	0.575	95.50	39.60	23,10.0	2110	OLT.LO	0.4-00	0.048	08.60	23-15-0
VALUE OF COLNAGE.		Single Mohurs,	D.	•			:			-	-	i	-	-	-		15,376	-	5,107,612(a)		_	_	-		-
MixTS.	)	Total,	Bx		1,737	15,083	818	3,033	1,790	1,637	4,815	6,185	2267	8,728	25,919	136	128	333	8	213	31,931	6.100	300	9 ;	:
RECEIVED INTO THE MINTS.	Prom	Individuals, Government.	Rx.		1,137	1,63	818	3,000	1,790	1,537	4,815	5,155	4,213	8,726	52,919	292	158	353	8	198	31,931	2,100	366	-	-
RECEIL	From	Individuals.	Bx.			10,419		1	-			:	-		-	-	1	-	-	11			_		_
	Not Innount:	mports.	Rx.	9 705 650	000	500,000	Olofon-in	Leady, TES	119,000,0	14,132,007	82'55'5	181,51,51	22,565,475	15,519,200	5,008,277	-739,413	8,523,506	16,785,727	-8,709,919	35,310,236	2,108,211	-9,864,413	41,190 835	29.186,401	
1,1	Year I		ox.	1,516,992	62,420	0.377.151	9.261.210	COT 1900	S NO. 100	0010100	0.001.000	7 700 001	2 740 40-	100 may 100 ma	001 110	241,100	000,000			_	S20 222	-220,336	5,538,298	5,319,356	
PRIVATE AND GOVERNMENT.	Exported.		Rx.	12,106,092	14,290,941	3.672.319	3.3% 913	2.690.177	9 021 311	010 070 6	0 100 000	4 ST0 715	-	-	4.900.521	-		_	-				133,063 5,	66,752 4,	
RIVATE AND	Exp		02.	2,088,023	2,461,592	612,010	1230,095	708,709	589,908	683,639	647.956	27,418	843,726	527,103	616'800'	17,303	6/6,174	_	_			_	19,455	9,892	
-	Imported,		Rx.	21,811,975	14,748,972	18,533,382	20,752,641	5,602,821	16,687,318	18,553,009	37,662,401	1,527,190	5,517,603	7,155,852	3,551,121	8,591,913	0.390,620	1,517,544	18,231,557	-	_	_	816,625,14	59,253,153	+ 100 Plastres for Permeters Com-
	Impo		770	3,605,016	9,396,419	3,019,161	3,390,403	1,334,107	4,095,012	193,061	571,319	6,813,459	4,593,163	1,703,033	500,772	2,252,923	4,963,243 10	350,596	7,829,436 48	_	_	_	_	4,229,215	The for Dans
e.				1	:	-	1	:	1	1	;	-:	7		-	- :	7	-	52	65	- 2	*	_	7	O Piast
YEAR		1		1904-05	1905-06	1906-07	1907-08	1908-09	1909-10	1910-11	. 1911-13	1919-13	1913-14	1914-15	1915-16	1916-17	1917-18	1918-19	1919-30	1920-91	1921.93	1909.23		- 1	+10

		Гигоп	TS (PRIVATE	DIPORTS (PRIVATE AND COVERNMENT.	OMENT.)			Exports	(PRITATE	ENPORTS (PRITATE AND GOVERNMENT.)	ND GOVERNMENT.)	
YEAR.	(Bars, i	Bars, incots and other uncoined gold.)		Com. (Sovereigns, &c., inclu- dang other coined gold.)	Ê	Toral.	Bat uncoine	Bathon, Bars, ingets and other unconned gold.)	Coin. (Sover-sims, Ac., drug other coined	Coin. (Sover-sins, &c., inclu- ding other coined gold.)	TOTAE.	VE.
	20	Rx.5	0.2	Rx.+	.70	Rx.t	oz.	Rx.#	.70	Rx. +	20	Bx.t
1901-03	1,338,660	8,025,136	2,265,356	13,256,915	3,605,016	21.511.981	616.906	3,502,054	1,671,917	8,001,008	2,055,023	12,106,093
1903:06	1,339,984	8,313,015	1,156,153	6,203,927	2,196,119	14,748,972	20100	3,611,250	1,827,500	10,679,733	2,161,592	11,220,953
1906-07	1,605,413	3 10,247,013	1,413,748	030'956'8	3,019,161	18,533,382	\$29,318*	3,018,333	112,692*	600'629	612,010*	3,677,349
1507-05	1,673,690	3,519,568	1,701,715	10,013,773	3,350,403	50,752,641	281,638*	3,300,711*	+,407*	84,302	299,062	3,354,913
1908-00	1,026,169	4,391,566	307,995	1,211,233	1,334,107	5,602,521	.191,163	2,233,576*	117,608*	465,601	109,769*	5,039,177
01-6061	1,706,053	7,255,323	9,359,969	9,402,025	4,095,012	16,657,345	579,313*	9,192,999*	10,003*	49,112	229,900*	2,231,341
11-0161	020,862,8	105/215/6	9,929,002	8,777,908	1,527,001	18,595,009	121,127	2,706,979	102,919	402,261	663,639	2,009,210
1911-12	2,103,447	198'2963	4,767,885	18,006,237	6,571,312	27,662,401	557,928	9,953,158	59,325	238,062	617,256	2,159,220
1919-13	5,210,017	9,519,545	4,573,419	17,978,613	6,813,459	27,527,190	320,547	102,782,2	660,571	2,391,931	1,231,418	4,559,715
1913-14	2,357,690	10,155,916	2,205,164	8,651,659	1,353,163	18,517,605	397,336	2,302,010	216,310	566,395	813,726	3,258,403
514161	1,994,073	3 5,474,042	121,015	1,631,530	1,705,088	7,135,992	127,832	1,007,061	186,532	1,000,344	527,105	2,037,003
1915-16	685,327	2,927,003	120,445	594,065	852,772	3,521,121	550,642	2,035,323	563,977	2,225,211	1,023,919	4,260,534
1916-17	1,952,050	7,581,749	330,573	19300161	2,292,923	8.591.913	965'5	10,883	14,687	57,461	17,523	65,347
1917-15	1,026,550	6,677,392	3,276,003	12,719,228	4,903,213	19,3%6,630	800,030	2,491,502	30,516	160'611	696,174	2,610,513
1915-19	3,637	13,155	356,359	1,504,359	359,796	1,517,544	508,357	3,173,513	537,288	2,662,943	1,345,615	5,226,756
1919-30	6,304,662	39,106,745	1,325,774	8,844,813	7,529,436	18,251,557	1,710,812	9,531,377	511,918	5,959,944	9,909,730	12,921,521
19:0:31	2,679,749	16,715,953	1,017,817	6,857,530	3,727,559	23,573,513	4,008,004	18,757,108	358,438	9,798,464	2,997,032	21,165,572
1921.20	776,108	5,549,206	1,029,525	7,971,935	1,798,933	13,520 ++1	1,694,777	13,731,071	354,515	2,953,514	2,019,299	16,684,555
1929-23	1,239,531	29,945,300	1,619,202	11,378,618	5,877,753	41,323,918	787	5,646	18,668	115,417	19,455	133,663
1923-24	3,110,509	91,503,416	1,158 739	\$,019,737	4,329,248	29,523,123	101	966	9,738	65,736	568'6	66,732

THE SILVER TRADE.

Table of Silver for 20 years from 1904-1905 to 1923-24.

	Average price in London per oz. Standred	(Calendar year) Pence.	85888888888888888888888888888888888888
	s Imports, overnment).	Value, Rs.	1,59,61,472 1,5725,010 21,6622,010 21,6622,010 21,632,010 21,632,011 21,633,91 21,633,91 21,633,91 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,41 21,533,
	Nrt Indian Imports. (Private & Government).	Quantity.	74, 996, 202 18, 187, 736 18, 187, 736 75, 70, 131 75, 70, 131 76, 70, 131 77, 70, 70, 131 77, 70, 131
direction of the second	Exports. Coix and Bullion. tvate & Government).	Value, Rs.	44.34.728 20.00.000.28 20.00.000.28 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.00.38 20.
o* 4	Exports. Coix and Bulliox. (Private & Government).	Quantity.	23,102,646 4,555,314 7,760,101 7,760,101 7,760,101 7,302,600 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301,101 7,301
	IMPORTS. COIX AND BULLION. (PRIVATE & GOVERNMENT).	Value, Rs.	17,00 61.009 16,50,20,41 28,64,44,256 15,21,85,79 2,539,504 2,539,504 2,539,504 2,539,504 1,510,504 1,413,038 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209 16,738,209
	COIN AND (PRIVATE & C	Quantity.	88,118,008 88,853,017 19,578,008 86,018,217 19,517,218 19,18,172,218 19,18,18,17 19,18,18,18 19,18,18 19,18,18 19,18,18 19,18,18 19,18,18 19,18,18 19,18,18 19,18,18 19,18,18 19,18,18 19,18,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18 19,18
	Wonld's Production. Figures for Calendar Year).*	Value.	104,118,700 111,721,100 110,532,100 110,534,400 110,534,400 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,522,000 120,52
	Wonld's I (Figures 19 Yr	Quantity.	172-317,688 105-041-407 105-041-407 105-041-407 206-106-106-106-106-106-106-106-106-106-1
	YEAR.		1904-06 1905-06 1905-06 1905-06 1905-06 1905-16 1905-16 1905-16 1905-16 1905-16 1905-16 1905-16 1905-16 1905-16 1905-16 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-26 1905-2

ort of the Director of Mint, U. S. A. £ 1=8 4.863.

THE SILVER TRADE.—(Consid.)

FOREX and subtract Silver (Private and Consement) impartitation for mode expected from the first India, from and to Tension profess, not expected from the first India, from and to Tension for the first Silver (Silver Conseg. to the first sund Price of Silver in

			FROM AND E	FROM AND TO PORRIGN PORTS.	615,		RECEIV	Кеспукр 1910 див М1818.	Mixts.	VALUE	+ PRICE OF SLIVER IN LONDON PER STANDARD 02.	STANDARD
YBAR.	- I	Imported.	Exp	Exported.	Net In	Net Imports.	From Individuals.	From Government.	Total.	COLNAGE.	Highest.	Lowest.
	7,0	Rx.	200	Rx.	47.	Rx.*	Rr.	Rx.	Rx.	Rx.*	\$. d.	8. d.
1904-05	98,118,908	761,606,197	23,162,616	4,434,725	73,936,262	13,261,472	11,72	9,510,985	9,823,707	11,370,437	01 01	210 g
1905-08	88,853,079	140,202,011	4,535,314	1.179.220	84,317,765	15,723,019	61,013	13,650,215	13,714,230	20,001,415	2 6,5	1 1/2
1906-07	125,875,008	003 26,016,130	7,679,151	2,010,900	118,198,537	23,507,530	17,388	21,176,530	21,194,238	26,055,741	е 0	x9 01
1907-08	106,335,274	78,103,12 475	8,432,915	2,063,587	97,915,529	19,168,270	1	12,179,734	12,179,734	18,115,631	1 0	2 0 g
1908-09	85,018,761	151 9,339,957	013,305,630	1.514,321	73,740,131	8,015,638	2,000	106'800'5	2,619,013	2,833,102	67 61	1 10
1909-10	75,501,745	145 8,325,301	14,486,993	2,031,657	61,011,732	6,296,614	5,146	9,236,260	2,261,415	2,175,617	60 0	1 11/2
1910-11	69,272,319	7,593,567	14,396,039	2,214,013	655'925'92	5,733,524	1	2,175,093	2,178,093	2,192,511	67 61	1 1174
1911-13	79,375,747	47 7,981,89S	38,119,617	1,126,717	32,229,100	3,558,111	1	2,507,637	2,507,637	2,507,432	60	1 11111
1912-13	107,190,427	13,693,978	16,112,755	821,856,0	91,077,612	11,465,830	1,292,005	6,254,533	7,576,930	10,336,294	51 25 25 25 25 25	241 5
. 1913-14	73,534,999	10,1:2,161	8,727,655	1,133,318	71,107,331	8,688,613	365,835	5,613,770	6,009,638	13,156,554	100 20 01	<sup>2</sup> 45 6
191+15	64,160,125	28 7,403,000	8,394,005	1,188.696	55,766,123	5,911,314	!	2,070,095	2,070,095	2,179,533	60	1 10}
1915-16	39,533,279	79 4,113,003	6,900,906	1,223,320	32,932,373	3,219,718	13,913	1,611.265	1,633,209	1,620,440	6 6	1 102
71-9161	116,959,115	15 16,743,200	98,763,309	1,509,791	92,193,536	12,533,109	87,269	29,457,396	9,511,663	32,384,421	3 045	2 2 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
1917-18	88,813,458	15,112,994	14,982,960	2,418,356	74,531,198	12,691,538	1	22,317,103	29,517,103	26,713,997	-	2 11/13
. 61-8161	241,747,501	101,050,461	4,719,187	780,149	237,025,617	45,279,312	1,388,491	53,237,602	54,626,093	52,511,962	4 15	3 6
1919-20	101,031,961	802,785,298	4,110,179	758,451	96,911,782	29,225,817	-	39,742,797	39,742,797	33,007,775	6 73	3 113
1930-51	43,991,213	11,159,653	20,981,767	3,703,692	92,239,116	6,453,991	66,335	7,551,732	7,991,067	3,519,536	5	20
1921-23	73,838,216	11,478,611	9,703,900	2,352,430	61,131,316	15,096,181	24,200	1,306,100	1,360,300	1,460,336	60	5 G
1922-23	691,000,049	755,845,257	10,413,005	1,058,021	56,057,133	18,334,668	49,700	1,071,000	1,120,700	627,515	3 13	5 G
1923-94	107,838,515	512,102,725	14,578,488	3,101,719	50,235,007	18,698,009		1,407,200	1,407,930	200,100	8 9H	5 C

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N.B.-F com 1908-09 value of imports and expects shown in £, from 1908-09 £1=Rs. Is and from 1919-20 £1=Rs. 10.

and Copper Moneys coined at the Calcutta and Bombay Mints, respe s in TENS of RUPEES, from 1904-1905 to 1923-24. INDIAN COINAGE.

	-		CAL	CALCUTEA.			The state of the s	The state of			The second second	None and	- Louis
YEAR.		Gold	Silve	000	1	1		Countr.			TOTAL FOR	Digition To	
			-	copper.	Total.	Gold.	Silver.	Copper.	Total.	Gold.	Silver.	Copper.	Total
1904-05	1 1	ž : :	4,564,109 7,829,191		4,759,332 8,049,501	ž i	6,806,327	Ж.:	6,806,327		11,370,436	8x. 295,223	Bx, 11,565,659 90 991 895
1906-07	-	:	10,012,614	180,6305	10,302,117	: :	16,073,127	: :	16,073,127	: :	26,085,741	102,873	26,375,244
1907-08	:	i	7,230,080	3,005 383,917§	7,617,002	1	10,885,574	239 SEGUE	11,118,424	:	18,115,654	383,917 333,917	18,735,426
1908-09	. !		1,820,532	13,534 {110,396§	31,944,462	:	1,033,060	140,850(a)	1,173,910	. :	2,853,592	13,534 110,396 140,850(a)	3,118,372
1909-10	- i - ge .	, i	1,198,477	3,500	1,261,849		977,140	155,000(a)	1,132,140	:	2,175,617	3,500 59,872§ 155,000(a)	393,989
1910-11	:	.ŧ	1,380,725	5,000	1,480,237	:	811,786	251,250(a)	1,063,036	:	2,192,511 }	5,000 94,5125 231,230 (m)	2,543,273
1911-13	:	`:	1,550,011	(b)4,189 92,563§	1,646,763	:	1,257,421	261.000(a)	1,518,421	:	2,507,432	4,159 92,5635 961,000/60	3,165,184
1912-13	:	:	8,375,865	{ (c)8,628 191,4968	8.575,980	:	11,161,129	248,600(a)	11,409,729	:	19,536,994	191,4965 1918,000(4)	19,985,718
1913-14	:	:	909'829'9	3.000	6.845,150	:	6,523,248	289,500(a)	6.812,748	:	13,156,854	208,511§ 208,511§ 208,510(m)	13,657,898
1914:15	;	-	1,460,486	(b) 4,312 46,070§	1.510,8us	:	719,047	264,700(a)	983,747	:	2,170,533	45,705 16,070	2,494,615
1919-10	:	:	1,040.214	18,3908	1,058,604	1	580,006	47,939(a)	627,945	;	1,620,220	18,390§ } (+7,939(n) }	1,086,549
11-9161	;	:	16,250,200	70,655\$	16,335,230	15,376	16,047,727	303,520(a)	13,366,623	15,376	39,327,997	70,653	32,721.853
1917-18	:	;	9.986 222	888 888 888	10,230,053	:	14,829,712	433,175(a)	15,262,887	:	24,815,934	208,200	25,492,969
61:8161	-;-	:	27,476,663	21S.3558	95,609,670	3107012	5,107618 24,735.267	611,265(a)	30,454,175	5,107,613	5,107,613,52,211,962	218,3558	20100 615
1919-20	i	:	16,803,383	329,6295	19,000,161	- 91	21,204,392	1,029,266 (a)	22,233,658		18,007,775	2,202,465(4) 259,0295	40,810,119
1920-21	;	:	1,440,000	152,980 152,980 2,000(r)	1,997,923	:	3.079,536		3,259,075		4,519,536	582,152(a) 162,9805	5.256.908
1921-32	;	:	930,180	14,940§	1,080,054	i	732,356	30.477(a)	762,833	;	1,662,536	165,411(a)	1,842,887
1922-23	:	:	627,545(k)	9,340g 5,000,4) 250(g)	679.435		:	15,036(a)	15,036	:	627,545	52,336(+) 9,340§ 5,000(i)	694,471
1923-24		:	306,263	\$5.350.ml	196,003		103,816	129,896(a) 238,252(l)	238,252(1)	:	500,079	2,13,216(a) 13,930§ 500(i)	734 255
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#### PAPER CURRENCY RESERVE COINS.

Statement showing the value (in tens of rupees) of Notes in circulation, of the Reserve in Gold and Silver and in Government Securities, and also of Notes forming part of the circulation which were in Government Treasuries on the last day of each official year in table for all build for 25 years from 1900 to 1924.

		Notes in cir-		VE HELD IN	India.	
	Years.	onlation (less notes cashed in other eiroles.)	Gold,	Silver.	Government Securities held at Calcutta.	Currency Notes in Government Treasuries,
		Rx.	Rx.	Rx.	Rx.	Rx.
1900		28,737,226	11,250,019	5,237,212	9,999,995	4,009,310
1901		29,865,900	8,667,778	9,424,004	9,999,995	6,079,705
1902		31,661,295	10,535,882	11,125,418	9,999,995	7,418,477
1903		35,723,607	14,789,347	10,934,266	9.990,995	6,853,877
1904		38,211,654	16,184,350	11,497,565	9,999,995	6,666,952
1905	***	39,175,987	16,110,208	11,364,884	9,999 995	5,447,799
1906		44,656,581	5,739,487	13,580,601	9,999,995	6,764,193
1907		46,951.926	5,495,761	13,703,957	9,999,995	5,752,329
1908		46,885,035	4,069,262	25,179,581	9,999,995	8,242,148
<b>-1</b> 909		45,487,951	35,121	31,202,835	9.999,995	6,257,054
1910	***	54,408,425	9,302,574	29,355,857	9,999 995	7,897,773
1911		54,990,581	0,279,727	26,143,360	9,999,995	9,308,359
1912		61,362,509	23,331,626	15,480,889	9,999,995	8,117,834
1913		68,977,824	29,375,080	16,452,750	9,999,995	15,672,126
1914		66,117,593	22,435,307	20,532,292	9,999,995	9,935,735
1915		61,629,961	7,644,577	32,335,390	9,999,995	8,878,342
1916		67,733,454	12,242,714	23,055,302	9:999,995	7,106,768
1917		86,375,173	11,999,193	19,075,389	9,999;995	7,568,053
1918	***	99,793,760	26,849,525	10,790,362	9.990,995	5,508,958
1919		153,464,779	17,369,912	32,352,338	16,079,995	7,776,142
1920		174,524,596	44,365,344	39,851,766	19,585,495	5,716,564
1921		166,156,975	24,171,303*	65,565,691	68,071,595	3,959,276
1922		174,764,725	24,319,194*	77,518,947	65,079.357(a)	3,073,662
1923		174,701,478	24,318,826*	87,054,122	57,480,757	3,428,928
1924		185,850,722	22,319,335*	80,004,413	57,527,495(b)	2,505,864

\*Converted at Rs. 10 per £1, or Rs. 1 for 11:30016 grains of fine gold.

(a) Excludes 2,000,000 being Internal Bills of Exchange held on account of Government under Sco. 19-A of the Paper Currency Act 1910, against which notes wore issued.

(b) Excludes 12,000,000 Do. Do. Do. Do.

TRADE OF BENGAL, &c.

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05171	the cultivation and production of Indigo in each Presidency and Province in J	farket, c	-
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• Price per Fy. md. of Bengal and Tirhoot midding to fine.	Highest Rs.	11111111111111111111111111111111111111	525
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AND SA.	Yield. owts.	15,800 11,300 11,400 11,400 11,400 11,700 11,700 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11	1,100
BILAR AND ORISSA.	Area.	181,500 116,500 116,800 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,600 117,60	24,800
BENGAL.	Yield.	Included under Architect & Crissa.	٤٤
Bits	Area.	20 C C C C C C C C C C C C C C C C C C C	100

Prices for 1914-15 are for Doutpore indup per manual.
 M. B.—Figures of area and yield for 1924-25 are subject to revision (c) Induding the Khafrur State.
(b) Less than 60 overs.

(c)

+ Reduce to the quality "confuncty on middling," Quotations for "middling to fine" quality not evaluable. Set the control of the desired of the confunction of the control of the control of the confunction of the control of the desired of the figures in the color one few remains not Owners of the Bongel Chamber of Commerce.

THE INDIGO TRADE.
Statement showing the quantity of the Internal Import Trade of Calcula in Indoo by all routes during 20 years from 1904-06 to 1935-24.

						Dasci	DESCRIPTION OF ROUTES.	UTES.		
	X	YEAR.		Boat,	Inland Steamer.	Reall,	Rond.	Sea (Ceasting).	Sea (Foreign).	TOTAL.
				Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1904-5	į	:	:	9		36,210	1	ន	422	57,013
1905-8	į	1	i	1	-	25,234	,	33	151	25,437
1:00:1	i	:	1	-	-	23,141	1	585	-	23,431
1907-8	i	:	:	55	2,000	25,215		388	-	27,625
1908-9		i	i		3,167	31,809		-	12	100,02
1909-10	i	i	7	ı	1,399	14,505	-			16,104
1910-11	i	:	1	-	7,982	14,115		-	10	53,102
1911-12	:	:	1	-	8	28,547		-		26,616
1912-13	:	i	1	-	437	17,781	1	90		18,226
1913-14	:	i	1	-	201	10,029	-			10.187
1914-15	1,	1	:	1	19	12,499		389		12.878
1915-16	:	i	1	1	-	17,998	-	13.6		1631
1916-17	i	i	1			31,231	1	2,097		55
1917-18	:	1	1	1	1	23,906	)	67	-	24,178
1918-19	:	;	:	-	1	17,389		505	-	17,811
1919.20	:	i	ı			18,672	1	-	1	18,631
1920-21	i	i	ï		01	11,766		-		11,768
1921-22	:	:	1	ı	. 41	8,729	-	10	-	8,849
1922-23*	1	:	1	1		-	-	-		1
-No-2261	1	1	. 1	i		. 1	-	-		
	-				- Month	Statuture discontinued.	-tr			

INDIGO TRAPE.

				roll 15	July 1021-22 to 1020-21.		-			
				r	ď	Quantity in owt.		Va	Value in rupees.	
0	Countries to which exported.	sh exported		-1-	1001	1000,1003	1923-1924	1921-1922	1922-1923.	1923-1924.
				!		÷	102	10.00	2 36 256	1.90,939
1 1111					375	280	160	2,04,100	1 082	
United Mingdom		:			=	7		701.7	000 40	20 083
Other Native States in Arabia	s in Arabia	:	:	:	SF.	100	SS	20,199	20,000	001100
Svria		:	:	:	-					
France		:	3	:	:					1
Germany		:	ī	3		:		:		
Holland		:	:	1	-				:	
Italy	:	i	:	:	-		13			000'e
Trinoli		;	:	:		34		000'9	34,767	141.00
Turkey (Asiatic)		-	:	:	2	-				
Ports in the Levant and Black Sea	and Black Sea	-	:	:						
Ports in the Persian Guli	a Gulf	:	:	i		2	98	13,138	24,264	8,000
Tunis	:	:	÷	:	- I			4.718	*******	
153	200	:	:	:	-;	00	98	6.517	11 580	_
Turkey in Europe		:	;	:	110	3 5	3	1,25,711	30,552	
Greece		3		:	120	3 !	168	32,450	24,985	_
Bevot	:		1	3	200	6	165	9.15.988	3,41,859	1,94.839
Mesopotamia		:	:	:	403	28	91		11,008	
Armenia		:	:	:		3				
T-14-3 State	Atlantic ports	:	1	:						
Omea states—	Pacific ports	:	:	:		:		1	1,320	
Smyrna	:	:	:	÷		•		1.00		-
Hong-kong	:	:	:	:		:		111111		::
Australia	::	:	1	:	20			14,465	_	
China (ex. Hong-kong and Macao)	ong and Macao)	;	1	:	80	(F)	1.268	24,82,074	52,500	4,17,957
Japan	:	:	:	:	91.0	993	883	3,17,135		_
Persia	:	:	:	:	010	Co.				
Straits Settlements	91	:	:	;	8		S	55,377	10,704	
Oyprus		:	:	:	8		-		_	
, Ceylon	:	:	:	:		28	57	29,862	8,209	_
Palestine		:	:	:					:	
Indo-China	:	;	:	;		:				
Other British possessions	sessions	:		3					79	
Other Foreign countries	intries	:	:	÷	:				1	1
			E		6.340	9,180	3,316	32,71,327	9.70.590	11,63,103

		Toral.		Mds.	14,081,533	16,741,333	16,733,129	16,472,806	19,541,505	17,593,138	16,257,834	18,906,317	19,301,363	20.053 621	000 021 100	007'100'	Jan Sancior	195"005"er	13,514,937	17,319,533	19,332,567	12,193,915	13,693,446		
pk.all		Sea (Foreign),		ytas,	-	-	1	22,071	100,433	1,588	1,214	882	830	31,639	164.535	732,719	82.008	1100	11.	Trett	1,611	1,059	8,419		
108 (husked) 3-24.	UIES.	Sen (Constant),	Mel	2016 2002	062 101	100,000	40000000	8,087,348	119'818'01	94251076	1,416,986	220,777	762,145	7.829.23	13,041,05%	12,540,321	9,158,837	5,453,512	5.155 844	11 219 007	en and an	6,198,900	5,136,530		
ADE. Trade in R 14-05 to 192:	DESCRIPTION OF ROUTES.	Rond	Mds.	1 629 009	1.2942.92.8	973 616	200	Tuestic	1 450 656	1 000 1	100,000	1,360,876	1,631,263	1,502,845	1,477,800	1,310,052	975,690	971,999	829,551	638.313	911.200	020,***0	616,266	1	
THE RICE TRADE. Internal Import Trade ring 20 years from 1904-05 to	Disse	Rad.	Mds.	4,377,2%	24.0,692.7	0.816.703	0 577 1110	9.811.639	4.530.730	0.839.101	0.000	0507050	10,002,598	6,271,455	3,381,660	2,531,231	2,508,102	3,010,574	3,701,430	2,519.017	0 019 703	0 570 501	Topicon's		
TKE RICE TRADE. ity of the Luteruck Import Tracke in Rics routes during 20 years from 1904-05 to 1933-34		Inlust Stenner,	Mds.	186,142	317,602	132,070	162,83	200,962	184,050	211,055	893 548	500 -125	000000	170.001	10,01	201,052	173,423	256,908	935,442	725,045	938,009	843.173			
THE RICE TRADE. Statement showing the quantity of the Lateraud Impart Preads in lites (hasked) by all routes during 20 years from 1901-05 to 1933-34.		Bout,	Mds. `	7,443,617	5,961,662	4,73 8,911	4,320,861	5,425,011	5,706,608	6,162,331	6,704,901	6,081,882	4, 100,008	9.808.886	9 661 119	9 320 002	10200000	101'10+'0	690'502'69	4,285,336	2,910,995	4,528,534			
ent sh				1	E	1	:	1	1	-	:	:	1	1	-		_		:	:	:	:	1	-	1
Statem	YEAR.			:	i	:	:	:	:	:	:	:	:	;	3			:	;	:	:	:	;	:	
	-			:	1	1	1	ŧ	;	į	3	:	÷		:	3	3			;	;	į	;	:	-
1				1904-3	1902-6	1996.7	1907-8	1908-9	1909-10	1910-11	1911-13	1912-13	1913-14	1914-15	1915-16	1916-17	1917-18	1918-19	1910.90	1000	12:0261	1921-93	1922-23	1923-21	

	1											<u> </u>										
	VI.	Bales.	9.206,4007	9,819,800	6,310,800	7,206,600	7,932,000	8,234,700	9,842,800	2,915,300 8,893,900	3,352,200,10,443,900	2,376,000 7,344,800	8.309.300	2,736,200 8,867,200	2,500,400 6.955,700	2,838,900 8,481,300	2,509,000. 5,915,000	1,518,000 3.985,000	1,500.000 5,405,000	2.788,000 8,401.000	2,770,000 8,062,000	2,926,000 7,791,000
99.	TOTAL.	Acres.	3,482,900	3,974,300	2,856,700	2,876.600	2,937,800	3,110,600	2,973,200	2,915,300	3,352,200	2,376,000	2,702,800			2,838,900	2,509,000				9,770,000	
06 to 1996.	Nepalibi	Bales.	Not		88.000	81,000	79,000	57,000	96,000	105,000	37,000	92,000	70.000	41,000	73,000	66,000	93,000	75,000	57,000	72,000	59,000	60,000
OF JUTE.	_	Bales.	79,000	81,600	39,600	33,600	18,900	42.000	124.800	122,800	135,200	72.300	000'89	95,000	43,300	69,500	58,000	11,000	52,000	71,000	74,000	61,000
	COUGH BRIAN STATE	Acres.	(p)	32,000	92,000	20,000	14.000	20.000	39.600	39,000	41.400	27,500	31.800	36,200	29.800	39,200	36,000	13,000	92,000	35,000	\$2,000	29,000
CTICI	ij	Bales.	106,900	224,100	158,500	180,500	177,800	239,600	226,800	228,300	307,500	156,800	259,400	248,400	928,300	331,200	275,000	154,000	267,000	339.000	333,000	252,000
(400 lb	ABSAN	Aores.	48,900	95,800	007,400	83,500	82,200	04.900	98.400	101.300	105,100	74,100	95,200	100,500	102,100	137,300	125,100	81,000	000,000	120,000	134,000	125,000
AND	ORISSA.	Bales.		9				705,500	792,900	602,900	693,200	609,600	552,000	669,800	335,300	512,500	335,000	225,000	343,000	528,000	489,000	926,000
ATION n of Jute	BIIIAR AND ORISSA.	Acres.	9					258,100	298,300	318,400	330,100	188,100	224,000	223,300	149,300	203,400	179,000	108,000	160.000	223,000	246,000	218,000
Cultivation and production of Jute in bales (400 lbs.) for 20	t. (a)	Bales.	9,020,500	9,512,100	6,132,700	6,992,500	7.735,300	7.247,600	8,698,300	7,939,900	9,308,000	6.506,100	7,429.900	7,854,000	6.348,800	7,567,800	5,247,000	3,595,000	4,746,000	7,462,000	7,166,000	6,922,000
oation and	BENGAL.	Acres.	3,434,000	3,846,500	2,766,300	3.773,100	2,841,600	2,737.600	2,536,900	2,456,600	2,872 000	2,086,300	2,351.800	2,376,200	2,219,200	2,459,000	2,169,000	1,316,000	1,528,000	2,410,000	2,358,000	2,524,000
Culbi			:	:	:	:		-	-	:	-	-	-	-	-	-	:	-	:	:	:	:
		T PARS.	;	:	:	:	;			:	:	;			:			:	:	:	:	. :
			1906	1907	1908	1909	0161	1161	1912	1913	1914	1915	1916	1917	1918	1919	1920	1931	1922	1923	1924	1925

THE JUTE TRADE.

Statement showing the quantity of the Internal Import Trade of Calcutta in Jute (RAW) by all routes

during 20 years from 1904-05 to 1923-24. DESCRIPTION OF ROUTES. YEARS Sea (Consting). Sea (Foreign). Rail. Road. Mds. Mds. Mds. Mds. Mds. Mds. 1904.5 3,425,751 3,007,574 14.398.393 1,088,871 84,359 135 21,935,006 1905-6 5,259,661 3,547,520 15,226,743 1,475,843 411,471 133 25,954,371 1908-7 6,950,660 4,122,650 15,070,538 1,100,577 291,444 24 27,536,493 1907-S 4,559,780 4,252,101 16,169,365 695,814 128,466 1,322 26,105,919 1908-9 4,267,550 3,796,953 20,211,100 733,313 178,616 318 29,187,910 1909-10 4,101,031 16,396,595 5,360,611 131,148 150,305 60 27.215,803 1910-11 4,295,729 5,019,002 14.514.658 1.245.806 161.874 208 25,267,277 1911-12 5,663.388 6,061,562 19,660,753 1.231.590 150,343 3,052 32,773,020 1912-13 6,263,742 6.034.005 20.071.539 1,010,370 183,736 365 33,565,776 1913-14 3.148.390 5,980,559 19,813,330 655,240 227,151 11.923 29 866 576 1914-15 2,614,502 5,838,433 13,968,390 \$91,870 220,010 97 23,533,509 1915-16 3,145,511 6,888,012 18,627,084 1,322,942 198,218 8.031 30,187,528 1916-17 2,202,813 6,961,125 15,926,074 849.542 181.300 245 26,142,099 1917-18 1,838,894 6.521.942 19,976,164 475.843 65,415 32,040 22,211,298 1918-19 1.952,180 7 462 193 13,760,006 319,831 134,069 27 23,655,236 1919-20 2,020,291 6,441,845 15,834,776 423,265 24,590,900 1920-21 1.787.176 7,359,846 15,759,415 504,929 100,504 136 23,542,006 1921-22 1,411,085 4,783,140 13,641,073 315,942 15,163 190 20,166,583 1923-23

224

Statement showing the quantity and value of JUPE (RAW) experted from Bengal Presidency to each foreign content from 1923-24.

1923-24

Quantity Exported to-1922-23. 1023.24 1021.00 1922-23. 1923-24. Tons. 90,373 Tons. 155,579 4,61,04,344 1,73,035 33,82,905 2,18,64,612 1,46,71,516 5,11,84,286 4,50,687 5.89,73,860 156 26 2.85.96,244 United Kingdom 490 12,173 74,457 48,523 23,62,009 2,23,60,544 1,11,97,214 5,52,42,126 7,280 56,938 28,262 140,121 9,904 55,837 21,265 143,563 28,26,615 1,70,94,350 60,49,837 4,19,53,168Austria ...
Netherlands
France ...
Belgium ...
Germany ...
Finland ...
Holland ... 162,029 1,58,37,092 1,03,084 1,81,045 48,370 3,239 23,065 49,777 338 607 123 8 89 24,484 85,507 1,678 194 84,27,839 68,363 36,350 1.51,53,550 34,872 25,325 79,630 1,32,720 Italy ...
Norway ...
Sweden ...
Ceylon ...
Mesopotamia
Czecho-Slovokia
Spain ... 387 74,56,705 2,41,11,002 5,73,278 22,120 27,954 87,101 2,490 71,90,472 1,80,14,239 6,20,952 1,15,91,814 3,28,01,666 11,40,137 70,800 64,613 1,809 Spain ... Ports on the United States Ports on the acific 60.927 194 18,249 64,26,946 13,439 50.35,172 78,94,139 4,449 15,338 1,192 3 10 867 9,09.136 ort 8,70,754 13,06,751 3,350 3.889 2,790 38,29,474 34,83,305 24,08,375 12,002 11,457 12,323 2.12,058 67 1,18,552 ... 315 4,14,596 548 267 736 94,390 New South Wales
New Zealand
Canada via Atlantic coast
China (ex Hongkong and Macao)... ... 2,938 3,200 1,160 7 6,30,496 1,31,528 17,000 4,14,567 1,00,840 70 6,64,823 1,57,800 2,413 427 45 1,513 493 2,55,589 1,59,972 1,33,680 1,239 1,902 374 459 398 Greece ... Egypt ... Formosa ... 2,80,023 1,68,840 1,370 721 420 1,77,470 535 2 1 Other Countries in British Empire Other Foreign Countries 22,43,60,193 19.97.54.457 14,02,29,697 650 216 575,633 466,770

Sto	a'ement fron	showing	ng the tot cutta and	al clearan Chittagon	ces of Jule, Jule Rej to European coun 119-20 to 1923-24.		Duttings	States		owing the	total cleare	IETR nces of Jul during 5 ye	e, Jute Rej	jections ar		
Years,	, July to 3	fune.			JUTE(A BALE = 400 lb	s.)		Years,	July			Јете-(.	A bale=400	lbs.) .		
			London,	Dundee.	Other ports in U. K.	Continental ports.	Total Europi	to Jin	ie.	Europe.	America,	All Other ports.	Australia.	China and Japan ports.	Indian coasts.	TOTAL ALL COUNTRIES.
			Bales.	Bales.	Bales,	Bales.	Bales,		_	Bales.	Bales.	Bales.	Bales,	Bales.	Bales.	Bales,
1923-24	***	***	20,706	730,778	4,533	2,009,203	2,765,234	1923-24		2,765,220	451,582	110,605				3,327,407
921-22			3,600	590,203	2,300	1,392,595	1,988.0%	1923.23		1,988,698	487,394	74,053				2,550,145
920-21		***	13,644 18,466	560,856	2,798	1,639,184	2,216,492	1921-92		2,216,482	317,711	73,371				2,607,56
1919-20			128,422	491,362 1,334,760	2,590	1,064,286	1,576,704	1939-21		1,576,704	387,788	5,969	2,061	36,255		2,008,77
			120,423	1,834,700	45,614	943,626	2,453,422	1919-20		2,452,422	401,412	70,265	***			2.924,09
				RE	JECTIONS-(A BALE = 400	lbs.)					Reject	tons—(A bal	ε=400 lbs.)			
923-24				30,7	51	106,715	136,8%	1923.94		136,866	33,100	1,433				171,399
022-23				54,1	BI	75,161	129,813	1922-23		120,342	23,933	150				153,420
921-22 920-21				37,2	79	91,065	128,344	1921-22		128,344	21,986	6,775				157,10
				15,3		35,324	50,656	1930-21		50,656	8,808	1,886				61,350
919-20	1 77.1			59,71	12	53,177	112,885	1909-20	}	112,889	20,442	820				134,15
1 1		:		C	UTTINGS-(A BALE=400 l	bs.)					Ситт	ngs-(A_bale	=400 lbs.)			
923-24				79,84	1	77,548	157,389	1923/24	[	157.389	100,064	14,969		1		272,422
922-23	* *			60,15	1	38,289	98,440	1122.23		98,440	94,614	4,939				197,993
921-22				44,49	0	46,628	91,118	1921-22		91,118	100:463	5,703	***			203,28
920-21	···	***		19,08	7	14,980	34,067	1990-21		34,067	234,207	4,602				272,87
919-20				60,33	1	11,417	71,718	1119-20		71,748	222,873	6,280				300,90

#### THE JUTE TRADE.—(Concld.)

Statement of clearances of Jute, Jute Rejections and Cuttings from the port of Calcutta in bales (a bale=400 lbs.) during 25 years, from 1899-1900 to 1923-24.

		 10 111.			
Years	, July to June	Jute.	Rejections,	Cuttings.	Total
		Bales.	Bales.	Bales,	BALES.
1899-190	0	 2,260,822	47,167	291,483	2,599,475
1900-1		 3,166,612	59,738	315,269	3,541,619
1901-2		 3,750,098	83,062	481,246	4,314,40
1902-3		 2,974,102	48,676	236,636	3,253,41
1903-4		 3,411,449	60,577	293,734	3,711,76
1904-5		 3,154,798	44,713	326,075	3,525,58
1905-6		 3,770,220	63,343	302,788	4,136,35
1906-7		 4,111,642	63,350	331,341	4,506,33
1907-8		 3,932,176	68,686	402,313	4,403,17
1908-9		 3,975,759	55,258	599,594	4,630,61
1909-10		 3,796,562	67,395	145,416	4,009,37
1910-11		 3,298,591	92,559	139,916	3,531,06
1911-12		 4,166,048	95,648	364,554	4,626,25
1912-13		 4,402,802	146,429	392,930	4,942,16
1913-14		 3,637,755	117,224	437,739	4,192,71
1914-15		 2,606,700	77,278	283,084	2,967,06
1915-16		 2,747,016	82,504	277,242	3,106,76
1916-17		 2,494,110	88,926	227,391	2,810,42
1917-18			Not ava		
1918-19*		 946,002	59,671	40,546	1,046,21
1919-20		 2,924,099	184,151	300,901	3,359,15
1920-21	•••	 2,008,777	61,350	272,876	2,343,00
1921-22		 2,607,564	157,105	203,284	2,967,95
1922-23	•••	 2,550,145	153,425	197,993	2,901,56
1923-24	•••	 3,327,407	171.399	272,422	3,771,22

N.B.—Including Chittagong from 1900-1901.
• From 1st January to 30th June 1910.

				-		Ellipsof-order		on the second desired and the second		
		10 M M	TEA	CULTIV	VATION	Z Z -	NDIA.			
Sta	tement shore	Statement shawing the progress of Tea Cultivation in the Tea-growing Districts during 20 years from 1905 to 1924,	ross of Tea C	Mittation i	n the Teagr	owing Distr	icts during 2	O years fro	m 1905 to 19	24.
YEARS.	Burma.	Assam, Brahma- putra Valley.	Cachar and Sylhet.	Bihar and Orissa.	Bengal.	United Provinces.	Punjab.	Madras.	Travancore.	TOTAL INDIA.
	Aores.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres	Acres.	Acres.	Acres.
	1,502	907,276	131.930	:	136.153	7,934	9,412	8,552	25.245	52S,004
	1,498	S60°906	132.530	:	136,484	7,949	9,425	10,144	27,480	532,208
	1,669	208,575	133,757	;	139,516	1,961	9,411	10,974	52,986	537,849
	1,724	210,704	134,938	:	141,553	8.086	9.393	14.625	27,103	548,127
	1.693	212,457	135,562		148.234	8,066	9,376	15,723	29,174	555,305
	1.695	214,543	135,701		145,868	7,884	9,397	18,099	30,367	563,554
:	1.700	218,178	136,008	616.6	146,736	7,612	9,381	20,593	32,008	574,575
	1,715	Sel- 000	139.243	636.6	150.497	7.797	9,315	24,396	34.169	591,833
	3,000	226,012	141,835	2,160	156.089	878,7,	9,322	26.278	37,430	610,104
	866.6	531.900	144,473	9.160	159,304	7,994	9,892	596'96	38,809	621,497
	2.836	236,489	146,335	9,153	161.313	7,946	9,875	27.103	40.890	634,940
	868 6	949.638	146,702	9,178	166.340	7,968	7,495	30,468	42.415	649,030
	2,799	249,764	149,926	8118	167,713	7,854	7,498	35.600	43.756	880,788
· ·		254,754	151,197	9,178	169,108	7,987	7,508	38.528	11,458	678,532
61		259,184	152,715	2113	173,148	7,778	9,764	30,725	45.641	691,768
88		266,022	154,133	5,09S	(6)175,311	6,656	9,737	41,297	47,105	704,059
15	_	268,665	148,535	9,136	(6) 182, 152	6,533	9,770	42,496	48,699	709,006
		266,346	145,791	2,116	(6)185,311	6,016	9,762	44,549	48,30S	708,190
. 83	(a)	266,871	144,991	2.008	(6)185.694	6.031	9,720	46,391	49,393	711.180
446		201 396	134.754	0 000	001180 000	0110	9 503	18 647	20.166	716.921

years, from 1905 to 1924. during 20 A I U D I A DistPRODUCTION ection in the Tea-ЕА

247,024,517 313,301,411 268,602,692 307,249,669 372,202,674 997,878,089 370,313,559 371,296,338 380,458,975 10,147,584 14,323,117 16,010,166 20,248,787 11,186,294 12,749,355 14,714,537 6,059,057 15,155,635 19,665,246 17,959,801 23,399,123 19,876,762 1,762,738 3,470,551 5,795,407 7,089,045 11,381,580 10,518,373 10,469,358 7,555,831 11,364,446 10,395,212 11.521,836 Madras. 1,489,163 2.129,835 1,941,300 1,969,638 1,530,101 1,050,219 1,388,729 1,731,218 1,936,762 1,405,900 2,474,713 2,234,760 2,123,834 1,491,887 United Provinces. 2,290,057 1,961,459 2,534,708 2,905,945 2,352,732 1,006,259 1,542,351 59,971,647 64,674,243 172,553 (b.08,177,687 200,163 (b)71,834,933 216,423 (b)88,176,654 213,513 (b)87,459,477 70,524,169 75,373,201 54,653,923 91,852.856 80,108,703 89,526,057 95,644,990 195,983,561 99,511,408 rs down to 1910 323,864 412,511 384,514 293,207 75,441,735 66,603,173 70,245,944 72,656,719 82,538,722 84,148,898 81,584,343 75,170,863 80,132,495 81,072,947 77,318,636 71,371,268 50,309.038 94,448,438 106,397,298 124,824,497 95,864,861 163,962,010 165,781,842 163,213,204 163,000,184 161,475,018 154,181,566 131,193,736 137,304,660 60,281,815 64,741 76,495 Burma.

280

Statement showing the grantity of the Internat towner Trade of Catentia in Tea by all rantes in Statement showing the grantity of the Internat town 1904–5 to 1923–24.

				ZO years	So hears from 1304-3 to vone	O YOUNG			
		-			DESC	DESCRIPTION OF ROUTES.	DUTES.		
2			Boat.	Inland	Rail.	Road.	Sea (Consting).	Sea (Foreign).	Torm
-		1	Mds.	Meds.	Mds.	Mds.	Mds	Mds	Melo
		1		0.00 100 1	809 111		10,768	:	2,080,991
,1304-5	1	-		1,201,070	179		14,858		2,008,511
1905-6	:	9	6,777	1,246,449	140,421		13.200		2.092,292
1906-7	:	_	00	1,201,983	875,006	:	10,000	1012	· 030.667
1907-S		-	01	1,205,504	812,302		11,814	1,040	1 876 906
1006.0			-	851,047	1.014,716	1	10,166	387	1,3,0,200
C.SOOT	1	_	020	1,180,303	1,167,649		11,132	388	2,360,724
1909-10	1	_	3 9	1.951.860	1,157,682		10,805	418	2,420,175
1910-11	:	-	3 9	1 519 715	1.081.569		13,814	969	2.608.666
1911-12	:	:		1,000 000	1115 230		13,555	363	2,395,990
1912-13	1	:	1	1,206,100	1,110,022		13 600	226	2.479.097
1913-14	:	1	-	1,215,401	1,249,441		900 =	5003	2,991,514
1914-15	:	-	6	1,351,378	1,631,957		0001		908 688 5
1915.16		_	65	1,661,203	1,716,918	1	3,729	GF0	
010101	:	_		1.385,722	1,663,113		373	5,733	3,954,941
1310-17	:			1 401 163	9,443,570		151	11,595	3,556,479
1917-18	:	-		1,750,100	1 915 913		2,003	18,425	3,114,184
1918-19	:	-	:	1,110,110	0 100 2 10		202	5,239	3,326,558
1919-20	:	;	103	1,192,372	2,125,049		ì	9.720	2,290,513
1920-51		:	8	968,333	1,319,032		ele :	cro t	2,344,104
1921.22	:	-;	l'	920,832	1,419,902		1,428	1	
1922-23*	:	:	:	1	I I				-
1923-24*	;	-:			1	1	-		

# TEA EXPORTS FROM BENGAL.

Statement showing the quantity and value of Indian Tee (black) exported from Bengal by sea to each foreign country from 1921-22 to 1933-24.

				<i>J</i>	Quantity in lbs.	e e	,	Value in rupees,	ď
ε4 .	Exported to-	1		1931-22	1922-23.	1923-24.	1991-92	1922-23,	1923.24
United Kinedom				245,603,964	950	261,334,301	14.59.43,539	17.27.11.388	25.35.01.878
Cape of Good Hone		: :		1,190,850		69.784	8,08,836	4.85.248	8.18.00
Natal				343,313		192.16	1.90.913	elle 98 e	0.10
c		:	•	27,200		45.213	13,600	S.1 Still	15,020
Kenya Colony				103.277		961.850	500 cd	0.98.355	0.00
Fransvard		:	:			1001		STe S	1001
Somaliland Protectorate					30.073	1001	:	200 10	
Mauritius & Dependencies		:	:	19.588	SHUS	15.20	2 661	21.001	17 100
Aden & Denendencies		=	:	80.130	020 020	200 000	20 × 01	01000	
Rehmin Telande	:	:	:	100,102	ON ONE	7100075	10,040	200.10	5,02,765
	:	:	:	000,000	COM CHICA	000110	-537.00+	1.94,315	1,552,711
trivits decreaments	:	:	:	+04,404	271.072	957,386	1.57,748	1,74.520	3,23,058
coylon	:	7	:	929	3,720	5,414	19	2,932	7
Hong-Kong	:	:		183	5,106	1,454	145	1813	200
West Australia	:			349,628	23,974	70.813	1.20 805	17.025	Pig
South Australia (including N. Territory)	f. Territory)			1,392,141	673 649	001 177	325 52 8	2 00 - 00 2	0.00,000
Victoria				1.316.761	0.038 950	0.00 000	0.0101	11 21 010	100
New South Wales			:	380 073	1 107 100	0.00	#000010#	0.00000	10,020,02
	:		:	1,000,000	100 004	1,000,013	1.03,210	5,16,044	5,85,61
	:	:	:	020,00	105.204	102,02	180.14	89::89	19.950
Name Technical	:	:	:	308	7	905	385	370	
New Zestanta	:	;	:	762,092	120.20	169,407	3,10,261	9.60.030	3.00.05
in tstangs	:	:	:	00000	005		823	100	200
Canada Atlantio const	:	:		8,526,656	7,623,598	8,532,270	37 49 Sul	019 98 79	0 11 11
Pacific coast	:		:	3.004,433	9.178.776	3,413,731	15.67.151	11 86 061	200 00 00
British Guiana	:	;		1.950	5.845	13.700	100	6 510	20,00,00
Federated Malay States	:	:	-	1.50	062	270	0.0	000	12,139
Mesopotomia				ST0 012 1	1 139 500	07.05.000	10000	11 10 2 20	6
gypt				0.00	0 2 4 4 9 9 9 9	0.000000	000101	010,010	25,00,72
Sevenelles		:	:	0,4,0,0,0	-1040,000	1,040,040,1	2,54,346	10,03,204	16,38,61
Dominionio	:		:	:	:	7.450	:	:	50.0
		:	:	:	:	11,000	:	:	11,000
Tumbbines	:	:	:	:	:	1,000	;	:	1,00
.mons	:	:	:	:	:	46,616	:		46,589
	:	:	:	3,769	3,939		2,336	0000	:
Worman		:	:	8,000	0,620		4,000	3,738	101 200
Ochmark	:	:	:	:	28.637	25,388		27,043	000,000

ms		countity in 10s.	_	P	Value in rupees.		
and the second of Paragraph (1997) and the second o	1921.22.	1922-23.	1923-24.	1921-99.	1922-23.	1923-24,	
	138,304	60,529	77.188	14,652	44.955	73.51.5	
and Omer condition and of Paragraphic condition and the condition	23,200	155,300	520,639	11.645	1.48,635	5.35.915	
The state of the s	126,550	33,044	24,613	44,460	93,351	25.809	
in a second control of the control o	209,003	197,337	127,361	1.00.099	1.06,111	806.77	
programme of the control of the cont		151	:	:	37		
response of Paragraph (1997)	99,512	184,271	350,122	46,375	1,37,763	2,99,719	
Company of Paris, and the Company of Paris,		:	:	315	:		
processor of Parisis and Control of Parisis a	1,567	2,206	137,625	2,068	2,884	1.27,040	
The state of Chailes					:		
And Control of Particles (1997)		000'1	:	:	3,750	:	
The state of the s	9	88		8	8	:	
In a library Sea	_	551,455	345,599	71,928	1,41,120	3,08,500	
10   11   11   11   11   11   11   11			_			_	
	80,404	13,831	62,721	13,788	29,112	50,420	
all districtions of Pringerial (1997)							
and doman	_	:	7.200	5,525	:	5.246	
And the second of the second o	24,700	615,683	482,351	12,350	3.97,129	**	
can district the second of Paragents)	_	2,050	13,364		1.337		
and design		58,800	68,965	975	18,415		
olds Orms  State of the control of t	240	5,155	1,000	0,5	3,066		
cate of the cate o	60,419	7.678	150	24.324	5.805		
Network States in Articles of Markets of Allering on Articles of Allering on Articles of Allering on Articles of Allering on Articles of Particles on Articles of Articles of Articles on Articles of Articles of Articles on		2.160	11.639		1.830		
Natice States in Arabia  Natice States in Arabia  (c. Hongkong & Macao)  A. (Addition cone  The Cone of the Co			70.047			67,003	
for Hongkong & Macao	1.011.365	159 607	635.500	986 00 0	3 57 131	307.70	
(c) Tongkong & Macao)  A. (Atlanta count  A. (Atlanta  Atlanta  A. (Atlanta  A. (Atlanta  A. (Atlanta  A. (Atlanta  A. (Atlanta  Atlanta  A. (Atlanta  Atlanta  Atlant	980 887	1,624,340	1.040.869	889 92 6	11.78 620	9 16 911	
(or Houghoug & Macao)  A. (Adiantic seast  A. (Pacific coast  In the coast of the coast of the coast  In the coast of the coast of the coast  In the coast of the	933 110			69,110	and the second		
A. (Adianto cont.  Adianto cont.  Adianto cont.  Adianto cont.  Adianto cont.  Adianto cont.  Adianto cont.	14,040	5.296	9.500	11.749	5.658	_	
A (Anithele cont		12,530	7.400	1.355	10,913		
A. (Althrict court, in the court of S W. Africa	_	39,18‡	47,121	4.794			
"Profesional and the state of t	7,452,500	3,591,746	5,032,791	31,37,545	5		
ing Republic freedomy Attents come of Pengenia)	528.815	636,223	755,334	2,66,101			
time Vorpoldie (nethering Atlantic coast of Personnia)	616 719	1,283,559	1,174.590	3 08,358	_		
Patagonia)	3,750	10,700	40.200	3,750			
with the Cl. W. Africa.	_	61.394	105,657	10,558	56,708	97,515	
. W. Africa	_	:		0,450			
I. W. Africa	:	5,100	1,380	:	7,481	1,380	
i. W. Africa		006	1,100	:	1,417	1,100	
	:	5,800		:	5,526		
	:	******	:				
:		3,686	20,532	3	9075	19,733	
	57,000	:		18,000			
	_	:	:	:	:	:	
80171700	720	420	200	360	398	250	
TOTAL 283,	283,729,022	253,015,523	296,523,379	16,25,41,521	296,523,379 16,25,41,521 19,60,06,666 28,39,43,281	25,39,43,281	

Statement of total exports of Indian Tea from India by sea showing share of each Presidency during 25 years, from 1899-1900 to 1923-24.

	YEAR.				QUANTITY	IN LBS.		
	A 1001s.		Bengal.	Bombay	Madras.	Sind.	Burma.	Toral,
899-19	100							
			167,936,152	2,039,864	4,419,290	581,079	61,742	175,038,127
1900-1			182,216,752	2,625,880	4,895,216	539,990	27,652	190,305,4%
<b>19</b> 01-2			171,197,316	2,870,324	5,254,190	313,584	49,509	179,684,932
1902-3			170,943,292	3,743,596	-6,482,210	222,186	32,229	
1903-4	Black	*	192,880,776 2,227,133	3,209,696	8,744,706			204,918,115
1904-5	Black		195,974,204	8,105 3,212,208	11,068,397	440		2,241,678
1904-0	··· Green	٠	1,567,078	0,212,200	1,402		12,563 6,752	210,303,347
1905-6	5 Black		198,033,805	1,719,063	12,679,554	4,406	53,599	212,410,421
1000-0	··· ) Green		1,703,503	1	1=,010,004	26,460	3,401	1,733,364
1906-7	{ Black		216,625,519	1,685,099	13,933,177	14,480	35,218	232,293,493
	··· ] Green		1,305,380		46,393		8,371	1,380,144
1907-8	Black		209,874,724	2,264,670	13,893,799	1,603	36,734	226,071,530
	Black		833,287		79,761	125	36,954	950,125
1908-9	··· Green		215,282,084 754,186	1,279,794	16,611,005	2,279	32,190	233,207,333
1909-10			230,613,349	1,374,746	17,094,516	9,788	7,409	751,189
			313,126					313,126
1910-11	Green		233,722,460 1,082,507	1,449,463	18,035,962	1,626	8,651	253,218,102
1911-12	A Black		239,604,640	1,496,522		27	420	1,082,92
1311-12	Greer		1,371,340	1,400,522	17,538,173	2,138	13,610	258,655,683 2,123,133
1912-13			255.902 237	1,975,545	749.715 19,128,739	2,985	2,080 13,865	277.023.371
			725,275	1,070,070	768,795	2,000	790	1,495,000
1913-14	Black		265,374,593	2,604,197	20.917.980	20,998	7,830	288,925,098
	Greer		35,899		511,066	20,1100	1,028	547,933
1914-15	Black Green	***	274,491,324	4,039,149	21,613,736	38,318	2,797	300,185,324
			165,824		381,726		560	548,110
1915-16	··· Green		301,275,583	11,195,037	25,775,616	26,767	6,060	338,279,00
1916-17	i Black		127,049 262,452,389	0.000.00	64,150		200	191,199
1010-17	"' i Green		240,491	3,721,750	24,907,996	45,659	34,323	291,162,117 240,491
1917-18	Black		324,824,260	9,054,340	24,894,951	393,045	2000	359,179,974
	( Green		4.258		47,009,991	593,045	3,378	4,258
1918-19	Black		279,709,808	14,290,543	27,065,941	2,538,873	940	323,606,105
	Green		50,482	6,443		180	340	57,105
1919-20	Green	***	341,146,420	7,445,141	29,453,234	1,108,451	8.107	379,161,353
1000 01			500	2,820		360		3,690
1920-21	Green		250,004,948 228,111	3,600,303	30,637,678	1,274,798	5,507	285,523,234
1921-22	Black		283,729,022	0.000		504		228,615
	Green		356,900	2,259,782	27,233,356	292,483	6,606	313,521,249 356,900
1922-23	Black		253,015,523	3,909,203	30,386,551	194,591	9,895	287,515,763
	" Green		780 227		00,000,001	200	0,800	783 477
1923-24	Black		296,523,379	3,318,870	38,559,737	93,069	5,181	338,500,236
	Careen		255,141		,,,,,,,,,,	20,000	0,101	255,141
			- 1	- 1				
					!		- 1	

<sup>\*</sup> Separately enumerated from April 1903.

					Imports.					DELIVERIES.		
	YEAR.		Indian.	Ceylon.	Java.	Ohina, etc.	Total.	Indian.	Ceylon.	Java.	Chima, etc.	Total.
			á	é	ıp.	é	á	ė	ė	á	ë	ė
January	1924	11	42,330,000	9,010,000	3,111,000	1,426,000	50,139,000	25,775,090	9,933,000	2,437,000	1,759,000	33,351,000
February	{ 1923	::	23,141,000	7,535,000	3,063,000	1,197,000	27,775,000	20,257,000	8,248,000	2,422,000	1,525,000	32,192,000
March	[1924	. ! !	13,105,000	5,517,000	5,451,000	2,185,000	31,562,000	16,307,000	6,949,000	2,625,400	1,302,000	25,125,000
April	{ 1924 ·	11	8,265,000	9,525,000	4.014,000	401,000	22,203,000	1,556,000	6,756,000	2,435,000	1.145,000	10,298,000
May	1924	1,1	2,196,000	11,025,000	4,543,000	311,000	18,695,000	35,507,000	9,512,000	5,352,000	1,541,000	39,170,000
June	[1924	11	3,516,000	12,240,000	3,095,000	109,000	20,044,000	22,213,000	5,912,000	2,545,000	1,335,000	35,377,000
July	{ 1924	11	5,423,000	11,123,000	4,308,000	1,921.000	25,903,030 18,455,000	23,300 000 17,181,000	9,761,000	5,059,000	1,523,000	39,454,000
Angust	{ 1924	::	21,965,000	9,229,000	1,265,000	3,079,000	37,070,030	19,745,000	10,032,000	3,321,000	1,256,0:0	33,703,000
September	{ 1924	1 1	29,505,000	7,113,000	4,372,000	3,541,000	43,575,000	20,039,003	8,655,000	4,355,600	1,716.400	32,502,000
October	{1934	11	41,290,000	7,930,000	3,726,000	3,198,090	53,057,000	22,702,000	10,566,000	5,105,000	2,107,000	40,107,000
November	1984	1 1	37,991,000	8,610,000	3,241,000	4,498,000	54,376,000	18,479,000	8,522,000	3,520,000	1,527,000	32,615,000
December	:	11	42,018,000	3,213,000	2,615,000	1,968,010	19,337,000	16,632,000	7,785,000 8,100,000	3,232,000	1,466,000	33,945,000
Total	{ 1924	: :	272,953,000	110,561,000	45,939,000	23,111,039	455,591,000	255,250,000	101,010,000	36,140,000	18,925,000	415,254,000

#### BENGAL OPIUM.

Statement showing the quantity, average price, and gross proceeds of Bengal Opium sold during 25 years, from 1900 to 1924.

		 					- x.	
	YEAR	 Quantity.	Average p	rice		Gross pro	cceds	s.
		Chests.	Rs.	Λs.	P.	Rs.	As.	Ρ.
	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	7,28,65,450	0	0.
	1907	 50,400	1,372	S	5	6,91,75,745	0	0
	1908	 46,800	1,387	õ	8	6,49,28,400	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	 29,440	2,811	9	1	8,27,72,374	.6	0
	1912	 19,900	2,970 1	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 1	4	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 1	lõ	0	3,42,46,425	0	0
	1917	 11,725	Not show	wn.	,	3,03,51,335	0	0
	1918	 14,025	3,320	1	8	3,74,52,575	0	0
	1919	 11,960	4,308	4	2	3,41,39,750	0	0
	1920	 10,314	5,560	4	1	3,43,27,800	0	0
	1921	 8,135	4,673	8	2	2,36,54,825	0	0
	1922	 8,020	4,608 1	0	10	2,32,36,700	. 0	0
	1923	 7,954	4,539	8	9	3,13,34,650	0	0
	1924	 7,391	4,665	8	4	2,80,54,775	0	0

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#### BENGAL OPIUM, -(contd).

Statement showing the quantity, average price and gross proceeds of Bengal Opium sold each month during 1923 and 1924.

		1923		Quantity in	Average price.	Gross proceeds.
				chests.	Rs. As. P.	Rs. As. P
January				1 250 212*	4,673 1 7	11,68,275 0 0
February				1 250	4,566 0 0	6.73,000 0 0* 11,41,500 0 0
•		,		{419* {250	4,524 0 0	15,01,000 0 0
March	***			1 205*		6.45 000 0 0
April				250	4,528 14 4	11 32,225 0 0 6,33,000 0 0*
May		***		\$00 800*	4,500 0 0	13,50,000 0 0
June				1.250	4,511 0 0	30.61,000 0 0* 11,27,750 0 0
				802* (250	4,552 0 0	20.22'000 0 0.
July	•••	***		1495*	******	18,05,000 o 6*
August		444		250	4,509 0 0	11.27,250 0 0 6,33,000 0 0*
September				1200	4,539 0 0	9,07,800 0 0
October				1 409*	4.503 0 0	9,00,600 0 0*
				\ 802*	4,520 0 0	30.33,000 0 6*
November	***	***		1195*	****	9,04,000 0 0 6,05,000 0 0*
December				1 350 202*	4.543 9 0	15,90,250 0 0
		Total	***	3.000 4,934*	4,539 S 9	1,36,18,650 0 0 1,77,16,000 0 0*
		$_{\rm GRAND\ Total}$		7,954		3,13.34,650 0 0
		1924		Quantity	Average price.	Gross proceed,
				chests.	Rs As. P.	Rs. As. P.
January				\$200 284*	4,537 8 0	9,07,500 0 0
February				1250	4,514 0 0	\$,86,000 0 0* 11,28,500 0 0
	***	**		250		8,58,000 0 0*
March	***	***		\$250 670	4,801 1 7	12,00,275 0 0 24,30,000 0 0*
April				250 284	4,594 0 0	11,48,500 0 0
May				1 250	4,652 11 0	11,63,175 0 0
June				1477*	4,588 11 2	16,58,000 0 0* 11,47,175 0 0
		***		470*		16,30,000 0 0*
July				250 577*	4,757 0 0	11,89,250 0 0
August		***				
September					1,998 9 7	20,58,000 0 0* 12,49,650 0 0
				1250 477	4,998 9 7 4,543 3 0	12,49,650 0 0 16,58,000 0 0* 11,35,800 0 0
				250 477* 250 677*	4,543 3 0	12,49,650 0 0 16,58,000 0 0* 11,35,800 0 0 24,58,000 0 0*
October				250 477* 250 677* 15 377*	4,543 3 0 4,506 10 8	12,49,650 0 0 16,58,000 0 0* 11,35,800 0 0 24,58,000 0 0* 67,600 0 0 12,58,000 0 0*
October				250 477* 250 677* 15 377*	4,543 3 0	12,49,650 0 0 16,58,000 0 0* 11,35,800 0 0 24,58,000 0 0* 67,600 0 0 12,58,000 0 0* 45,125 0 0
October November December		***		250 477* 250 677* 15 377*	4,543 3 0 4,506 10 8	12,49,650 0 0 16,58,000 0 0* 11,35,800 0 0 24,58,000 0 0* 67,600 0 0 12,58,000 0 0*
October November				250 417* 250 677* 15 377* 10 277* (15	4,543 3 0 4,506 10 8 4,512 8 0 4,548 5 4	12,49,650 0 9 19,58,000 0 0* 11,35,800 0 0 24,58,000 0 0* 67,600 0 0 12,58,000 0 0* 45,125 0 0 8,58,000 0 0* 68,225 0 0

N.B.—Star mark figures represent quantity sold and the proceeds realised by contract sales to Foreign Governments.

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THE SALT TRADE.

average price,

Statement showing the quantity (in manude of 822 lbs.) of salt imported into Bengal, and the annual during 25 years from 1890-1900 to 1933-24.

Salt, exeludin duly.	نه	0													*	1-	c	6	÷	#	7	ı	Ļ-	0	cı	7	
mds, of Liverpo.	8	10	œ	=	+	=	2	Ξ	9	1-	0	1~		9	œ	9	+	S	6	۳	22	ÇI	0	cc	G	0	
Annual average Ca	25	윊	2	9	99	ŝ	Ş	8	ş	Ħ	20	37	4	3	3	ij	13	4	19	52.5	981	12	230	2	81	8	
stroqui IntoT	Mds.	10,780,390	8,932,305	13,388,886	10,615,965	11,169,890	12,182,801	10,818,934	11,656,142	13,302,508	13,910,757	11,678,319	11.879.570	14,317,055	14,669,306	15,608,456	11,966,504	14,191,910	10.628,404	8.572,142	10.208,506	11.261,895	16,071,248	12,619,114	14,581,435	10,576,255	Sea Ports.
one serbald morf droft maibal radio	Mds.	31.044	810	11,992	. :	146,624	72,704	- 59,999	2,563	7,764	. :	4,000	. :		32,611	. :	261,042	317,103	380,931	142,001		-	14,978	480,086	558,554	6,856	From Red
From Bombay and Sind.	Mds.	519,071	597,704	752,572	598,165	255,880	570,830	728.988	633,939	198,461	884,967	886,214	879,753	831.784	934,430	938,017	875.790	425,319	360,797	28,961	44,523	423,488	119,974	490,187	763,737	255,120	ow under
Prom other Coun tries.	Mds.	333,225	309,199	483,437	400,182	109,162	85,588	435,553	7.43,922	1,018,618	487,836	1,121,398	1,816,346	2,042,315	2,709,336	2 230,686	1,638,151	3 741,874	2,694,806	3,109,467	5,133,594	2,837,444	3,226,817	2,289,465	2,308 230	1,575,157	ntrices' is n
From Red Sea Ports	Mds.	1,280,871	1,640,513	2,442,330	2,229,560	2,071,516	2,331,462	2,085,844	980.212	2,177,532	2,488.270	1,147,211	1,446,802	1.634.379	897.589	3,374,837+	1,660,681	1,654,875	1,035,814	1,202,075	1,147,005	1,467,744	1,462,875	1,193,628	1.640.216	1,477,992	n other Com
From Aden.	Mds.	1,036,408	1,126,105		1,254,513	1,458,124	1,708,318	1,685,140	1,262,458	1,597,109	1,623,361	1,149,659	1,272,816	1,915,294	3,407,760	2,820,388	4,033,560	2,113,275	2,211,654	2,840,266	2,563,618	3,480,491	4,603,913	4,028,214	1.491.814	4,165,932	under ' Fron
From other Euro pean Countries.	Mds.		:	;	:	:	30,800	767,032	1,556,235	1,731,027	3,027,819	2,850,979	1,581,459	1,878,283	1,857,716	2,202,700	882,413	2,670,163	1,512,344	900 180	419,291	1.118,681	1,916,782	1,444,033	1.538,902	370,955	913-14.
Ггот Сегтапу.	Mds.	1,416,240	664.302	1.354,514	900.193	1.529,562	1.468.090	613.839	1.012.129	1,378,521	761,036	783,305	643,137	1.040,644	850,432	790,446	466,347	8,060	:	:	:	:	2,052,747	1,089,341	1,175,205	400,523	Port from l' vious staten
From United King dom.	Mds.	6,163,731	4,593,642	6,554,361	5,232,650	5,599,092	5,918,009	4,475,849	5,464,684	4,433,476	4,637,468	3,735,556	4,239,257	4,974,356	3,979,219	3,251,373	2,148,520	3,261.241	2,432,058	349,192	900,475	1,934.047	2,343,162	1,603,260	2,102,107	2,323,720	Shittagong was in pre
		:	:		1	:	:	:	:	:	:	;	;	:	-	:	:	;	:	:	:	:	:	:	:	:	for
Үелв.		:	: :	;	:	:	9	:	;	:	;	***	;	;		:	;	:	;		:	-			;	:	(s) Includes figures for Chittagong Port from 1913-14. † Mamoweh salt windt wind in previous statement shown under 'From other Countries' is now under 'From Red Sea Ports,'
		1899-1900	1900-01	1901-02	1902-03	1903-04	1904-05	1902-06	1906-07	1907-0S	190S-09	1909-10	1910-11	1911-19	1912-13	1913-14(a)	1914-15(a)	1915-16(a)	1916-17(a)	1917-18(a)	1918-19	1919-20	1950-51	1921-93	1922-23	1923.54	

PRICE OF SALT.

1903 to 1922

RUPEES PER MAUND. 

average retail price of Common Rice in the following places during 20 years, from 1803 to 1822. PRICE OF RICE (COMMON).

i i	ı	υ	c.	9	Q1		24		6			_								
Bellary.	3.6	3-093	616.5	1-956	2.203	6-505	5.075	4.86	200.0	6.37	860.9	5714	5.063	5-076	5-793	7.13	10.033	212.6	7.20	61
Bentalore.	FISE	2022	5.003	5:03	20.0	6-612	2.200	2.203	5-197	6.201	2.07.2	7.191	6.319	6-551	1.0	800.9	87.8	190-01	10:36:01	,
Salem,	3.303	3.17	17.5	5-230	2.03	87.5	6-231	57.5%	12-0	29.9	7:110	7.153	2.698	28.2	215.9	198-9	11742	10-283	9.173	0.6
Akola,	100.1	ž	195.5	1.861	51,003	6715	1.800	1.222	1.521	199.4	2.000	959.2	5.505	4.813	118.1	6.021	8.238	8.035	7-619	
Ranguon,	535.6	2:415	20.6	528-5	9.026	3.131	0.365	3-781	123	2.505	5.516	1.0%	H	3-714	3.07	3-419	17.11	5.747	656-9	6-1
Raipore.	3:010	2-3-2	8.218	3:237	3.683	4.912	3-197	3:37	3-325	3.792	3:976	115.4	4:00.1	\$1033	3-647	4.11.4	7.700	7.507	1.13	6.9
Dellai,	41605	855.4	169.1	.0	2.252	7.13	2.003	91119	\$28.2	212.9	6.9	6.873	0.030	151.2	67.5	8-032	11:08	12:461	11-142	6-6
Cawnpore,	3.16	3.568	3,100	4-197	4-1002	2,203	100	1-391	21.5	65.4	5.03	2.536	267-2	5.8%	2.203	00000	8.019	9.130	8:233	2.2
Bombay.	\$1502	153.4	5	157	1.826	226.0	27.7	967.4	1.673	5.315	5.315	5.205	280-9	657.2	5.739	7-203	619-2	2.200	7:421	7.
Midnapore.	3-07	959-6	201	1,001	67.79	5.429	3-763	3.19	3.505	3-\$13	4.435	1745	11011	211.4	4.197	3.291	1.91	7.38	6.623	1.0
Calcutta, Backergunge, Midnapore.	9:871	5.017	3-150	5113	2.486	5.175	47.49	28.62	3738	1.396	2.764	2.883	979	2.291	1.163	4 052	7.419	1.858	15.9	5.0
Calentta.	4.533	95.5	9.2.5	20.0	\$60.9	6.300	6-155	65.	50.t	5.322	6.19	55.0	161-9	1.0	2.129	5-181	7.519	8.005	\$10.8	8.1
		:	-	1	-	-	1	-	:	:	-	:	i	÷	-	ï	7	1	;	1
Year.	:	:	;	÷	:	;				:	:	:	;	:	:	:	:	:	:	:
	1903	1908	1902	1906	1807	1908	1909	1910	1911	1913	1913	1914	1912	1916	1912	1918	1919	1939	1881	1925

									24	1-1											
)	Midnapore.	3-646	3-32	4-175	875-7	4-343	5-161	4.813	4.334	4.331	4-044	4.301	4-219	•	•						٤
	Delhi.	2.621	5.25	3.089	3-167	3.568	4-831	4.578	3.413	3.137	3.506	3.82	4.391	5.038	4.269	TF-#	5.643	6-885	6.033	7.576	3
	Raipore.	2.538	25.5	5.280	5.828	3-125	4.813	171-4	3-387	3.008	3-457	3-559	690-7	4.843	3-872	3 791	5.188	7-968	7.092	7-605	7.1
	Karachi.	3-551	3.195	3-424	3-393	3-707	900-2	4.796	4.141	4.054	4:432	4-296	¥0.¥	5.07	7.805	5.248	698-9	7-286	6.826	8-715	7.
	Bangalore.	3-791	3.457	3.329	1-334	4.252	5.331	6-667	5.376	5-333	5.739	<b>₹</b> -9	6-154	6-734	5.747	5-714	8-333	13-652	11-396	11.364	
ND.	Akola.	117.7	3.246	3-0-S	4-119	691-1	5.605	4-963	4-149	3:407	4.132	4.338	4.05	5.076	4-206	1-00-1	7-093	8.321	8-53	8-197	
PER MAU	Cachar.	4.837	4.137	1-121	5.305	5-626	619-2	6.495	2-698	4.556	10	5-208	5.706	6-231	5.714	5.714	6.645	10-204	9-732	8-949	-
RUPEES PER MAUND.	Cawnpore.	2.589	2:429	3-231	3:381	3-749	4.819	4-405	3.220	3.19	3.376	3.792	4.469	5.057	1.331	4-429	5.658	1.33	96-494	7-547	î
	Patna.	2:488	2.319	2.901	3-497	3:774	998-7	190-1-	3-549	87.5	3.94S	3-311	4.036	5.019	3-949	3.835	4.63	6-051	5.755	6.4	9.0
	Bombay.	4-956	4.813	4.802	4-237	4-56	6.079	5.814	5.885	5-115	5.839	5-65	5.874	7-946	5.658	5-997	9-217	9.877	160-6	84-6	00
	Lucknow.	2-475	76	3-165	3-339	3.729	4-813	4-329	3-107	3.085	3-268	3-643	441	4-95	4.162	4.405	5.205	7:03	190-9	.6.92	200
	Calcutta. Lucknow.	3-306	3.503	3-749	3.828	4.367	5.603	4.938	3-923	3-911	80-7	4-915	1.731	٠	.*		٠		•		
	-	1	- 1	ī	;	:	- 1	:	:	1		1	!	:	:	:	:	. I	:	. !,	
	Year.	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	0261	1921	1000
																			: 1		

2.9.6 5.2.0

WHEAT.

(D/Payment 4 M/S

D/Payment 3 M/S English Wheat \$\footnote{1} 480 lbs. £

Price ... Calcutta, V B. Md. Club No. 2 ... Rs.

Por 100 Mds., Rail, Cawn-pore, to Hownth ... Rs. p. Ton, Steamer, Calcutta,

May. June. July. August. May. June. July. August

1 4 75 1 4 2 1 4 7 1 4 2 1 5 5 1 5 7 1 5 8 1

to to to 5-6-0 5-12-0 5-5-0

Statement showing the lowest rates in Jorce, per 100 maunds, for Wheat and Linsced from Cawnpore to Howrah for 20 years.

				Ma	Y.					Ju	NE.					Jυ	LY.				Δ	UG	ust.		
YE	AB-	w	hen	1.	Liı	1800	d.	w	lien	t.	Lir	800	đ.	w.	hea	t.	Lin	180e	đ.	w	hea	t.	Lin	800	d.
		Re.	Α.	P.	Rs.	Α,	Ρ.	Rs.	Δ.	Р.	Rs.	Α.	Ρ.	Rs.	Α.	Ρ.	Rs.	Λ.	Ρ.	Rs.	Λ.	Ρ.	Rs.	Α.	P.
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
1900‡		0	5	8	0	5	8	0	5	8	0	5	8	0	5	8	0	5	8	0	5	8	0	5	1
1907§		0	5	3	0	5	3	0	5	3	0	5	3	0	5	3	0	5	3	0	5	3	0	5	
1916		0	5	3	0	5	3	0	5	3	0	5	3	0	5	3	0	5	3	0	5	3	0	5	
1909		0	6	8	0	6	8	0	G	8	0	6	8	0	6	8	0	6	8	0	6	8	0	6	
1910	 o. md.	0	6	8	0	6	8	0	G	8	0	6	8	0	6	8	0	6	8	0	6	8	0	6	
1911	p. ma.	0	6	8	0	6	8	0	6	s	0	6	8	0	G	8	0	6	8	0	6	8	0	6	
1912		0	6	8	0	6	s	0	6	8	0	6	8	0	6	8	0	6	8	0	6	8	0	6	
1913		32	13	0	32	13	0	32	13	0	32	13	0	32	13	0	32	13	0	32	13	0	32	13	
1914		32	13	0	32	13	0	32	13	0	32	13	0	32	13	0	32	13	0	32	13	0	32	13	
1915)		0	5	3	0	5	3	0	5	3	0	5	3	0	5	3	0	5	3	0	5	3	0	5	
1916		32	13	0	32	13	0	32	13	0	32	13	0	32	13	0	32	13	0	32	13	0	32	13	
1917%		0	6	10	0	6	10	0	6	10	0	6	10	0	6	10	0	6	10	0	6	10	0	6	1
1918		42	11	4	42	11	4	42	11	4	42	11	4	42	11	4	42	11	4	42	11	4	42	11	
1919(a)	)	43	12	3	43	12	3	43	12	3	43	12	3	43	12	3	43	12	3	43	12	3	43	12	
1(2)		0	6	10	0	6	10	0	6	10	0	6	10	0	6	10	0	G	10	0	6	10	0	6	1
1921(b)		0	7	11	0	7	11	0	7	11	0	7	11	0	7	11	0	7	11	0	7	11	0	7	1
1922		0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	0	8	1
1923		0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	0	8	)
1924		0	8	11	0	8	11	0	8	11	. 0	8	11	0	8	11	0	8	1.1	0	8	11	0	8	1

† Per maund in consignments of 340 maunds per wagen or over.

‡ 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. TPer maund.

(a) Including surcharge.

(b) Excluding surcharge which Rs. -/2/6 per rupes in case of linseed only.

Per 100 Mds., Rail,	Cawn-		1	7 0.15	9 ,,,,,,,	Υ	1	1 .			
Freight pore, to Hownsh p. Ton, Steamer, C. to London £	Rs.	0-8-11 (n) 1-12-0	(a)	(a)	(a)	(a)	(a)	(a)	(ct		
Shipping Charges (beating) per Calcutta,	Ton.	Aver	ige Rs.	1-14-0 p	er Ton.	Avera	ge Ra. :	2-0-0 pm	Tee.		
* Exports   Bengal   Bombay   Sind   Madras, etc.   Burma   Total	Tons,		894 10,76 840 22,27 218,438 605,20 1 1 220,194 633,25								
		T	19:	23.			10	24.	_		
Linseed.		May.	June.	July.	August.	May.	June.	<u> </u>	Augus		
D/Payment 4 M/S	A. {	1 476	1 455	1 47	1 433	1 533	1 5,5	1 515	1 5		
D/Payment 3 M/S	8.	1 450	1 4/5	1 42	1 450	1 555	1 5,7	1 537	1 5		
Price England, & ton Calcutta, per B. Md. to med. 5% to 6%	- {	19-17-6 9-8-0 to	9-2-0 to	20-0-0 9-6-0 to	18-15-0 8-10-0 to	19-8-9 8-10-01	19-12-6	20-10 0 9-10-0†			
Per 100 Mds., Rail,		9-10-0	9-12-0	9-10-0	9-12-0	0-10-01	5-1-01				
to London £	lcutta,	0-8-11 (a) 1-15-0	0-8-11 (a) 1-15-0	0-8-11 (a) 1-15-0	0-8-11 (a) 1-15-0	0-8-11 (a) 1-11-3	0.8-11 (a) 1-11-3	0-8-11 (a) 1-11-3	(a)		
Shipping Charges (boating) per ton. Calcutta.	.	Averag	e Rs. 1-	14.0 no			ge Rs. 2				
Exports Sind	Tons,		15	3,490 3,567	10	Avoraș	218 149.	872			
Madras, etc.	33 35			7,313			701				
TOTAL	,,		274	,280	.		368,	777			
* Figures for the official years. † with bags. (a) Subject to rebate of 10% not exceeding 5s. per ton.											

# RATES OF FREIGHT IN THE PORT OF CALCUTTA—1923.

		-	то го	NDON.		TO LIVI	RPOOL.
STAP	LES.	STEA	MERS.	SAILING	VESSELS.	STEAM	TERS.
			hest. Lowest. Highes		Highest. Lowest.		Lowest.
Rice and Wheat Linseed Linseed The Poppy Juto Cotton Tea Saltpetro Hides Silk Sheliae Indigo Tebucco of Larmeric Larmeric Sampies Sallower Cutch	per ton ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	### ### ### ### ### #### #### ########	£ s. d. 1 12 6 1 15 0 1 17 6 1 18 9 2 3 9 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 18 9 1 17 6 3 2 6 1 18 9 2 11 3 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6	.£ s. d.	L & d.	Same as London.	Same as London.

#### N.B .- Subject to rebate of 10% not exceeding 5s. per ton.

#### 2nd QUARTER,

			TO LO	NDON.		TO LIV	ERPOOL.	
STAP	LES.	. Stea	MERS.	SAILING	VESSELS.	STEAMERS.		
		Highest.	Lowest.	Highest.	Lowest,	Highest.	Lowest.	
Rice and Wheat Linseed Rapesced Til Poppy Jute Cotton Tea Saltpetre Hides Saltpetre Hides Saltpetre Tobacco Tale Canter oil Gunnies Salllower Cutch	per ton por ton po	### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### &## & ### & ### & ### & ### & ### & ### & ### & ### & ### & ### &## & ### & ### & ### & ### &### & ### & ### & ### & ### & ### & ### &### & ### & ### & ### & ### & ### & ### & ### & ### & ### &### & ### &### & ### &### &### &### &### &### &### &### &### &### &### &### &### &### &### &### &### &#### &#### &#### &#### &#### &#### &#### &######</td><td>## & d.  1 12 6 1 15 0 1 17 6 1 18 9 2 3 9 1 15 0 1 15 0 1 15 0 1 15 0 1 15 0 1 17 6 1 18 9 2 11 3 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6</td><td>£ s. d.</td><td>£ s. d.</td><td>Same as Loudon.</td><td>Same as London,</td></tr></tbody></table>						

N.B.—Subject to relate of 10% not exceeding 5s, per ton.

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#### RATES OF FREIGHT IN THE PORT OF CALCUTTA-1923.

#### 3rd OUARTER.

			3r	I QUART	ER,				
				. TO LO	NDON.		TO LIVE	ERPOOL.	
STAP	LES.		STE.	MERS.	SAILING	Vessers.	STEAMERS.		
		Highest.	Highest. Lowest.		Lowest.	Highest.	Lowest.		
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Rice and Wheat Linseed Rapessed Til Propy Jute Catten Tes Sulprote Hidde Silk Silk Shullac Indige Tota Casten		per ton  11  11  12  13  14  15  17  17  17  18  19  19  19  19  19  19  19  19  19	1 15 0 1 17 6 2 1 6 2 1 6 3 1 17 6 2 6 3 1 17 6 1 17 6 1 11 3 2 1 3 3 7 6 2 1 3 3 1 17 6 2 1 3 2 1 3 2 1 3 2 1 3 3 1 17 6 2 1 3 3 2 1 3 3 2 1 3 3 2 1 3 3 3 1 17 6 3 2 1 3 3 3 2 1 3 3	1 12 6 1 15 0 1 17 0 1 18 9 2 3 9 1 15 0 1 15 0 2 7 6 1 18 6 1 17 6 1 18 9 2 117 3 1 17 6 1 17 6 1 17 6	Nil.	Nil.	Samo as London.	Same as London.	

N.B.-Subject to relate of 10% not exceeding 5s. per ton.

#### 4th QUARTER.

		411	QUART	L				
			TO LO	NDON.		TO LIV	ERPOOL.	
STAPI	ES.	STEA	MERS.	SAILING	VESSELS.	STEAMERS.		
		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Rise and Wheat Linsted Linsted Rapeaced Propey John Joh	por ton ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,, ,,	1 15 0 1 17 6 2 1 1 3 2 2 6 2 6 3 1 17 6 1 17 6 1 17 6 1 11 3 2 1 3 3 7 6 2 2 3 0 2 1 3 2 1 3	1 15 0 1 17 6 2 1 17 6 2 2 2 6 2 6 3 1 17 6 1 17 6 1 17 6 1 1 13 3 2 1 3 3 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Nil.	Nil.	Same as London.	Same us London.	

N.B.—Subject to relate of 10% not exceeding 5s. per ton.

			TO LO	NDON.		TO LIV	ERPOOL
STA	PLES.	STEA	MERS,	SAILING VESSELS.		STEAMERS. January only.	
		Highest.	Lowest	Highest.	Lowest.	Highest.	Lowest.
		£ e. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ sd.
Rice and Wheat Tilsced Poppyseed Linsced Rapeseed Jute Cotton Tea Saltpetre Hides Silk Silk Silk a Shellac Indigo Gunnies Castor Oil Talc Turmeric Cutch	per ton	117 6 2 5 0 2 5 0 2 0 0 2 0 0 2 0 0 2 0 0 2 0 0 2 0 0 2 13 9 2 17 6 2 17 6 2 2 3 9 2 17 6 2 2 3 9 2 2 3 9 2 2 3 9 2 2 3 9	1 15 0 2 2 6 3 1 17 6 2 1 3 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 2 1 3 2 1 3 3 1 1 3 3 1 3 3 1 3 4 1 3 5 1 3 6 1 3 7 1 3 8 1 3	Nit.	Nil.	Same as London.	Same as Loudon.

N.B. -Subject to relate of 10% not exceeding 5s. per ton throughout the year.

2nd QUARTER,

		TO LO	NDON.		TO LIV	ERPOOL.
STAPLES.	STEA	MERS.	SAILING	Vessels.	STEAMERS.	
	Highest. Lowest.		Highest. Lowest.		Highest.	Lowest.
Rico and Wheat per ton	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Poppyseed Lineed	25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 18 9 9 1 1 1 3 1 17 6 1 15 0 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6 1 17 6	Nü.	Nu.	Same as London.	Samo as London.

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# RATES OF FREIGHT IN THE PORT OF CALCUTTA-1924 -(Concid.) 3rd QUARTER.

				TO LO	NDON.		TO LIVE	RPOOL.
STAP	LES.		STEA	MERS.	SAHANG	Vessels.	STEAMERS.	
				Highest. Lowest.		Lowest.	Highest.	Lowest.
			£ s. d.	£ s d.	£ s d.	€ s. d.	£ s d.	£ s. d.
Rice and Wheat Tilised Toppyseed Linseed Rapeacel June Cotton Tea Salipetre Hides Silk Shellac Indigo Gounies Lator Oil Tale Tormerie Datch	per to	on	1 15 0 2 2 6 6 2 6 6 2 6 7 2 17 6 1 17 6 1 17 6 1 17 6 2 1 7 8 1 17 6 2 2 6 2 13 9 2 13 9 2 1 3 1 17 6 2 1 3 1 17 6 2 1 3 1 17 6 2 1 3 2 1 3 1 17 6 2 1 3 1 1 3 1 1 3 1 1 3 1 1 3 1 3	1 7 6 1 13 9 1 18 9 1 10 0 1 12 6 1 10 0 2 7 6 1 12 6 2 17 6 2 17 6 2 17 6 1 13 9 1 11 3 1 12 6 1	Nil.	Nil.	Sume us London.	Same as Loudon.

#### 4th QUARTER.

			TO LO	NDON.		TO LIV	ERPOOL.	
STAP	LES.	STEA	MERS.	Sailing	VESSELS.	STEAMERS.		
		Highest.	Lowest.	Highest.	Lowest. Highest.		Lowest.	
		£ s. d.	£ s. d.	£ *. d.	£ s. d.	£ s. d.	£ s. d.	
Rice and Wheat Tilered Tilered Feppryseed Experies Lineed Cotton Salt petro Salt petro Salt petro Salt petro India Salt petro India Salt petro India Salt petro Salt petro India India India India India India Turmeric Cutch Turmeric Cutch	per ton	2 7 6 3 2 2 6 3 3 2 2 6 3 3 15 0 0 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2 2 6 3 3 2	1 15 0 2 2 6 2 6 3 1 17 6 3 2 1 3 1 17 6 2 2 2 6 2 1 3 2 1 3	Nil.	Nit.	Same as London.	Same as London.	

# FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tens of Rupers) of total (Imports and Exports of MRGHANDER CONTROL OF COLUMN AND TRANSPER CONTROL OF 
		BENG	JAL PRESID	ENCY,		1		CALCUITA		
	1919-20,	1920-21,	1921-22,	1922-23,	1923-24	1919-20,	1920-21,	1921-22.	1922-23,	1
MERCHANDISE,	Rx.	Rx.	Rx.	Rx.	Rx.	Rx,	Rx.	Itx,	-	-
Imports	83,768,925	-		83,519,820	79,831,23	83,217,215			Rx, 82.651.00	
Exports { Indian Foreign	137,496780 2,312,786	108,259,192 2,985,457	89,352,055 1,109,051	1179:00829 1,168,910	130,893,999	131,876858 2,311,858	105,390,337 2,885,077	85 896 694	11223294	12
Total	139,739366	111,211,619	99,461,109	119059760	131,983.904	131,188808			.,,.,.	
Net exports TREASURE.	55,970,611	*8,566,700	*12,268,357	35,569,913	52,152,669	50,011,500	*10,414,712			
Imports	3,919,135	1,219,618	691,700	3,968,219	2,631,811	3,819,135	1,219,618	691,700	3,068,233	
	209	3,322,735	410,107	25,023	315,151	295	3,322,735	410,107	25,033	
	3,818,837	12,103,117	251,593	3,013,216	2,319,687	3,818,837	\$2,103,117	251,593	3,013,210	
Potal of Net exports of merchandise	52,151,801	*6,463,583	†13,519,930	32,526,727	49,832,931	17,122,729	*8,311,595	f14,906,492		-

# FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tens of Rupes) of total Imports and Exports of Government Stones and Treasure from and to Foreign countries by as in the Post of Post of the Post of Calcutta, during five years, from 1919-1928 1923-1924.

		Bey	GAL PRESI	DENCY.		1		CALCUTTA		
	1919-20,	1920-21,	1921-22,	1922-23,	1923-24	1919-20.	1920-21,	1931-29,	1922-23	. 193181.
IMPORTS-STORES-	Rx.	Rx,	Rx.	Rx.	Rx.	Rx,	Rx.	Rx.	Rx.	Rt.
FOR OTHER DEPTS. OF STATE For State Rys	2,963,162 3,513,491	2,012,522	2,081,098		-31079004		,,	-,,		
Total Imports	6,481,656	3,452,393	4,836,491	3,096,364	819,207	6,481,621	.,,		747,255 3,096,277	
Exports-								-		
Indian Foreign	1,014,895 20,953	1,073,031 120,328	\$90,502 81,090	717,731 14,655	815,900 30,088	1,014,985 20,953	1,073,081 120,328	890,502 81,050	717,731 14,555	985,990 99,00
Total exports Net imports of Stores	5,445,718	2,258,981	971,582 3,861,992	732,986 2,361,078	851,888	1,035,939	1,193,409		739,590	8\$1,5%
TREASURE-				2,007,018	2,126,401	5,445,683	1,011,191	9,239,121	2,943,991	2,130,68
Imports Exports	23,263,797	17,392		50.000		23,963,797	17,352			_
Net imports of Trea- sure Grand total of net	23,263,797	17,392		*50,000		23, 203,707	17.382		*50,000	-
	28,709,515	2,276,366	3,901,902	2,314,078		28,709,480	1,001,576	11		9,195,401

#### · Net Exports.

#### SHIPPING TRADE OF BENGAL.

Pulse blooming number and tonnage of Vessels including Native Crafts, entered and cleared suite expose and in bullett, from and to Forcing Countries at the Ports of the Prosidency of Bengal during ten years from 1914-1915 to 1923-1924.

#### STEAMRS.

							_						
			Е	NTERED.			CLEARED.						
YEAR.	Wi	th cargoes.	In ballast.		TOTAL		With cargoes.		In ballast.		TOTAL.		
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons,	
1914-15	310	974,725	191	504,996	501	1,479,721	497	1,472,737	64	204,736	561	1,677,473	
915-16	315	951,124	202	527,593	517	1,478,717	567	1,633,881	47	139,996	614	1,773,877	
1916-17	299	863,115	213	553,055	512	1,416,170	600	1,673,897	21	70,269	621	1,744,166	
917-18	318	792,106	117	303,793	398	1,095,899	421	1,209,999	21	69,282	442	1,279,281	
1918-19	376	1,049,796	100	330,435	485	1,380,231	456	1,338,800	16	53,103	472	1,391,903	
1919-9)	405	1,253,718	173	480,620	578	1,734,338	632	1,920,711	26	77,106	658	1 999,817	
1990-91	581	1,905,111	240	635,508	821	2,540,610	720	2,225,239	33	105,603	753	2,330,842	
1921-22	342	1,164,653	67	198,876	409	1,363,529	441	1,549,188	76	256,322	517	1,805,510	
122-23	283	968,131	72	219.487	355	1,187,618	492	1,752,630	50	165,577	542	1,918 207	
1921-24	310	1,101,245	117	376,662	427	1,477,907	518	1,851,503	29	106,816	547	1,958,319	

#### SAILING VESSELS.

			E	STERED.			CLEARED.								
YEAR.	Wit	h eargoes.	In	ballast.		Готаь.	Wit	th cargoes.	In	ballast.	, 1	'OTAL			
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.			
14-15	4	550			4	550	4	585			4	580			
45-16	5	698	2	369	7	1,067	8	1,229			8	1,220			
16-17	5	4,168	2	435	7	4,603	7	4,393			7	4,392			
17-18	10	1,453	3	4,587	13	6,040	10	5,496			10	5,490			
18-19	8	4,487	5	5,173	13	9,660	11	7,997		•	11	7,99			
19-20	6	2 209	4	5,508	10	7,717	13	8,467	1	179	14	8,58			
0.21	5	745	7	1,554	12	2,299	4	943			4	94			
1.22	7	1,178	5	1,082	12	2,260	6	892	1	186	7	1,07			
22.23	5	807	5	2,002	10	2,809	7	1,205	1	2,346	8	3,55			
3-24	5	835	5	1,444	10	2,279	14	2,898			14	2,89			

# SHIPPING TRADE OF CALCUTTA,

Table showing member and tomnage of Vessels, including Native Crafts, entered solved with cargoes and in ballast, from and to Foreign Countries at the Port of Calcutta during ten years from 1914-15 to 1923-24.

#### STEAMERS.

			E	NTERED.					. (	CLEARED.		
YEAR.	Wit	h cargoes.	In	ballast.		Total.	Wi	ili cargoes.	In	ballast.	1	Pozat.
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tees
1914-15	302	957,344	188	499,243	190	1,456,587	488	1,448,340	64	204,736	552	1,633/0
1915-16	304	919,928	199	520,267	503	1,440,195	556	1,603,670	44	120,419	600	1,72134
1916-17	202	847,344	207	538,339	499	1,385,683	588	1,610,633	21	70,269	600	1,716,19
1917-18	277	779,838	113	292,371	390	1,072,209	417	1,198,327	19	61,629	436	1,902,53
1918-19	363	1,019,510	101	315,131	167	1,334,641	448	1,314,629	16	53,103	464	1,267,72
1919-20	398	1,240,840	165	457,511	563	1,698,351	616	1,872,975	26	77,106	Į.	1,938,53
1920-21	570	1,876,853	240	635,508	S10	2,511,861	716	2,210,871	33	105,603	)	2,316,0
1921-22	331	1,136,454	66	197,002	397	1,333,456	432	1,522,133	71	243,639	(	1,765,72
1922-23	270	931,311	69	209,669	339	1,140,980	484	1,728,598	46		539	1,831,85
1923-24	301	1,073,769	112	360,807	413	1,434,076		1,838,078	29	106,816		1,94484

#### SAILING VESSELS.

	_		E	NTERED.					С	LEARED.		
YEAR.	Wit	h cargoes.	In	ballast.		TOTAL.	Wi	th cargoes.	I	ı ballast,	I	Total.
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons
1914-15	4	550			4	550	4	585			4	. 55
1915-16	5	698	2	369	7	1,067	8	1,229			8	1,22
1916-17	5	4,168	2	435	7	4,603	7	4,393			7	4,33
1917-18	9	1,293	3	4.587	12	5,880	10	5,496			10	5,495
1918-19	7	4,327	3	4.851	10	9,178	11	7 997			11	7,06
1919-20	6	2,209	4	5,508	10	7,717	12	8,293	1	119	13	8,412
1929-21	5	745			5	745	4	943			4	911
1921-22	5	725			5	725	4	578			4	. 573
1922-23	5	807			5	807	5	807	1	2,346	6	3,113
1923-24	4	581	2	330	6	911	7	1,104			7	5,101

Tra.	In London, (China Sourboog.)	Per lb.	8. d.	0-1	16:0	0.11	0.11	0.11	0.11	0-11	0-11	0.11	0.11	1-0-	Ξ	1.03	1.35	55	6.73	80		
This	(Jacky and Colombia)	Per lb.	0.0	0.8	88	0-8,5	0.83	6.0	6-0	250	0-17	0-73	8.0	0.03	0.975	0.875	0.53	0-115	20	H9-0		
.01	fin London, (1) (Aerical consuming, (2) (2)	Per lb.	3.6	3.55	3.63	3-61	8-2	17	3-87	3.15	3.25	2.11	10-9	13-10	Ī	12-03	10-01	10-1	i i	10-10}		
INDIGO,	In Calculta. (Bengal good.)	Per lb.	2. d.	75	3.83	3.03	2.104	6.0	2.93	65	25	7	S.	11:0	77	8.0	85.6	11-0	9.93	2.		
Jura.	In Loundon. (Specifical.)	Per cut.	8. d.	18-13	13.6	20.84	16.1	13.10}	13-83	21-13	23.3%	30-475	30-33	6,55	33-3	13.03	45-31	2-60	53-43	30-43		
30	Jelenita, ja (Benetinesta del (b)	Per cwt.	2. d.	5.7	23-61	21-23	17.23	13.5	15-52	ë	22-114	29-14	29.03	20-33	15-13	20-05	8-95	51-83	16-112	31-13		
u.	(Smerif anital)	Per Ib.	8. d	H	110	9.2	8-01	13.5	7	7	944	84	97	97	24	9-6	35-6	30.7	9	16.95		ద
SILE	In Colemba.) (Huropean filature.)	Per lb.	s, d. 10.95	11.03	12-43	13-9;	9-115	10-0	9.83	10-83	11-1	11.62	12.0	10.5	12.53	10-0	19-03	23-113	26-103	20.70		
· ·	Josephine J. Priverpool. (4)	Per lh.	50.0	0.57	0.0	6-6	0.03	600	8-0	1:0	0.6	2:0	0-03	9-0	6:0	Ŧ	1-113	1.83	500	0-10		m
COLLON	(Justine Region (1) (Justine (1	Per lb.	9.00	7	\$T-0	170	Ť	20	9.0	9-6	0.52	0.55	7	Ŧ	9-0	689	1-15	Ξ	0.93	0.613		4
Spin.	In Isonbon. (Colemba.)	Per cut.	8.4.00.	19-6	11-45	13-45	13-10-7	\$10-102	\$10-10/3	\$11.5	\$115-11\$	13.9	\$13.3	\$15.8	219-0	9-97	131-13	\$16.0	\$32.11\$	\$13.10}		17
Tearners of the	(Lellow mixed.) In Calenda.	Per cut.	, 48.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.00 18.0	19-13	11.03	119.8%	113-03	10.01	18:04	+10.5}	6114	411-6	411-69	0.013	\$10-01	\$11-03	\$14:33	\$31:93	6 258	\$15-11-2		н
ap.	In London.) (Calentin.)	Per cwt.	3.05	10-1	11-03	12:03	12-45	18.32	18.0	19-13	16-8}	19-43	13-33	12-6	21-11	29-10	31.3	6-11-	6-04	19-17		¥
DINSHED.	In Calentia, Small to Medium.)	Per cut.	5. d.	8-103	10.01	9-113	10.5}	11-35	15-52	16-43	14-73	10-15	10-37	5-6	10.5	96	11:15	31-1	26-113	15-73		Þ
ii.	dangerouth frost	Per Cur.	S. d.	8	1011	85.25	8-47	9-6	8-9	8.13	5.113	8.33	6-1	13-8	14.8	18-9	18-3	221	18.00	18.73		4
WHITE	In Calentia, (Club Xo. 2.)	Per cut.	1.50	6-13	26.9	1-1-2	2	8-15	6-113	6.93	6.83	27	9-8	62-6	23	1.8	11-63	19-1	15-93	14.2		E
	nobuol nl (Rangous)	Per evt.	. 6. E.	6.10	01	8-03	7-93	2.13	2	15	10.1	57	9.2	13.0	16-93	18.55	26.3	39-8	285	15.81		0
RICE.	In Rengions, (Mention and Markyonk.)	Perent. 1	4. d.	61	6.1-5	6.6.2	6.9	5-03	5-4-5	22	10.5	6-675	3	2	5-93	+11	5.23	9.83	11-11	9-11	_	×
	dan	1 5	-1 -		-							-	-				S		2	==	21	83 5

#### AVERAGE MONTHLY WAGES (IN RUPEES) OF ABLE-BODIED AGRICULTURAL LABOURERS. Second-half of each year.

							scome.		oj euch	year.							
PLACES.	1908.	1909.	1910.	1911.4	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.	1923.
*Calcutta	·			0-4-6 to 0-6-0	}												
Bombay	13-19	13-19	12:84	0-6-0 to 0-8-0	b 15											•	
Patna				0-3-0													
Dacea	10	10	10														
Cawnpore				0-4-0 to 0-6-0	} I												
*Madras				10 to 0.7-9	}												
Rangoon	15	12		0-7-3 to 0-10-11	}			]									
Vagpur	s			-5-0													
Backerganj	10 to 12	10	10 to 12	to 0-7-0	š												
aipur	5			0-2-6									[				
alem				( 0-2-0 to 0-4-0	}												
hmedabad	s	9.17	s		8											[	
elhi	9	9													- 1	1	

Sall red wines other than port - Free Sall red wines other than port - Free Sall red wines of her than Sall White Wines of her than Sacry, Medicine and Marsala. Other gorts the hard Sacry, who will be sall the sall than the sa ARTICLES . tous cut 1021-22, Quantity. 1922-23. FOREIGN MERCHANDISE. 1823-21. 293,690 30,008 3,390 1921-22, 18.37 970 5,73,902 2,05,037 11,30g 220 83,081 2,35,963 77,731 Value in rupees 1802-23 13,52,01 7,71,06 1,98,51 16,48 2,23,75 78 4.63 1923-24. 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11,700 11 1,00,388 76,410 1,50,732 13,132 13,132 13,132 1,75,132 4,70,590 13,50,332 13,50,333 13,50,333

Subment showing the quantity and value of Loveign goods (eachieve of bovernment Stores) imported from Portign countries in each of the official years 1921-25, 1922-23, and 1928-24.

William Charles

IMPORTS INTO BENGAL,
FOREIGN TRADE.

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Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Toroign countries in each of the official years 1921-22, 1922-23, and 1923-24.

		[		F	oreign Mr	RCHANDISE,		
· ARTICLES				Quantity.		Va	lue in rupees	
			1921-22.	1922-23,	1923-21.	1921-22,	1922-21,	1963-21,
							-	
rovisions and Oilmans St	00000	1	i i			- 1	1	
Fish, other sorts		. ,,	3	4		214	76	
Coesa and Chorelate			1,263	1,600	930	9.00.003	2,05,102	83,549
Ghee Lard			21	16	70	1.801	813	5,501 7,91L
			3,972	06 3,715	93 4,261	3,01,997	2,42,200	7,911
Isinglass			4	9,713	9,201	3,01,107	2,42,210	2,21,434
Milk, condensed or pre	espend fin.	. "			7			119
cluding milk cream) Pickles, Chutnics, Sa		.,	16,927	12,931	15,703	13,63,953	9,31,077	9,87,638
Condiments			1,231	امعيا	3 103	1 50 000		
Vinegar (ex-bottled vir	nerar)	gals.	6,283	1,556	1,407 7,207	1,52,298 15,480	1,53,599	1,50,53
Others			2,397	4,790 2,517	2,874	1,62,523	1,30,812	1,56,657
Salt			410,851	484,026	418,978	1,32,53,161	1,46,27,700	92,12,236
pices— Betelnuts ·		. 1						
Cardamons		cwt.	631,630	670,499	810,607	00,81.078	82,50,020	1,10,31,535
Cassia			1 :: 1		***			***
Chillies			1	329	***	(	10,339	2
Cinnamon			. 9	17		471	1,135	-
Cloves			4,320		5,235	3,51,700		4,93,800
Ginger Nutmers				3 728	5,015		99,516	1,58,413
Pepper		- "	4,504 6,214	3,275	3,016	1,23,171	1,22,782	1,01,773
Other sorts			6,214 879	4,829 1,758	6,015 396	2,52,101 53,536	31,795	2,50,735 21,712
		" [		1,203	1000	00,000	31,193	21/11
Sugar, beet Sugar, 16 Dutch Stands Sugar, 15 Dutch Stands		tons,	120		500	68,926	1,655	2,58,503
Sugar, 16 Dutch Stands	and & above	e	318,001	160,007	151.832	11.02.69,433	5.08.78.528	5.75.53.00
Molasses	and & belov		453	G01	237	91.111	16,726	72.79 40.61.15
Confectionery			58,300 187	58,010	59,305	43,31,530	40,31.314 5,02,851	40,61,15 5,06,49
Saecharine		lhs,	7,797	11,063	255	6,30,966 61,255	41,523	8,55
rea f Black t Green			155,507	329,401	2,303 1,837,732	60,762	2,31,161	10.75.62
Green			4,318	763	59,311	3,792	707	21,10
Hardware including Cutl troplated Ware—	ery and E	ilee l	1					
Cutlery		1	(		1		* ** ***	7,76,11
	nts		***			4,32,270 15,29,741	5.09,113	13,93,68
Implements and tools	other then	. ""	***	1	***	19,20,,	14,017.00	
			(			23,55,835	23,51,967	21,66,89
Buckets of tinned or iron	galvanized					7		11.67
Builders' hardware (	looks bill					20,611	11,900	11/0
			1 (			0 0- 000	8.02,503	6,45,00
Domestic hardware.	office than	!		[		8,25,963	8.02,500	
			l i	1		3,98,909	2.83,822	3,97,23
Electroplated Ware Safes and strong boxes				(	8	3.71.632	1.85,230	1,65,53
Enamelled ironware	or metal	No,	551	418	359		75,000 5,73,120	7,61,81
						6,63,696 1,74,100	1,00,074	
Lamps, metal		No.	460,396	919,697	1.500,006		20,40,747	21,53,12
	a	,,,	1,319	13,319	3,891	2.513		1,51
Parts of lamps, other Stoves			1 i				3,31,750	9,36,73 1,67,74
Other sorts		No.	9,142	20,493	35,749	1,66,197	04,024	61,14,83
Motals and Ores-		***			***	1,35,85,968	70,11,519	
Aluminum (ingots, 1	blocks, &c )	) cwt.	2,101	3,959	1,338	1,57,918	2,73,906	1,19,19
,, (Uireles)	***		5,003/	16.204	10.556	9.87,800	22,51,062	17,29,16 1,46,81
	mutanturia	"	2,391	1,595	1,409 2,159	8.60,539	2.14.824	9,31,37
			1,569	3,859	2,150	1,85,685	2,62,633 2,67,613	2,41,37
Brass, Bronze and Similar	ramalgams	- "	1,000	3,330	2,754	29,275	2,67,610	
			40,976	57,331	29,377	15,03,035	20,33,751	0,62,57
Wrought- Mixed or yellow					. magazi	10,00,00		
				ı				42,47,61
Other sorts			31,705 9,121	77,231	- 68,636	22,07,178	45,93,510 16,49,090	7,95,67
		,,	9,121	30,831	15,828	6,41,315	10,42,050	.,
Copper-			1 1	1				
Ore Old, for re-manufacts		tons.	1	40				9,13,00
Unwrought-	tre	eut.	1 073	9,617	0,055	47,950	4,03,807	2,0,00
Tiles, ingots, cakes,	bricks and		1	1				
. slubs		,,,	18,967	43,012	10.100	20.00.001	25,86,655	25,50,90
Other sorts			211	43,012	49,176	10,60,321	23,00,033	

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# IMPORTS INTO BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign countries in each of the efficial years 1921-22, 1922-23, and 1923-24.

		r	OREIGN ME	RCHANDISE.		
ARTICLES.		Quantity.		Val	ne in rapees,	
	1921-28.	1922-23,	1923-24.	1021-22.	1922-23.	1923-24,
Metals and Ores-		1			1	
Wronght-	14,181	27,788	21,733	11,21,321	20,33,114	15,40,351
graph and telephone)	3,235 8,401	2,251 8,317	1,930 4,376 3,209	6.94.853	1,51,896 6,66,373 2,57,236	1,17,008 3,53,159 3,13,377
German Silver	446	4,310			1.857	4,34,112
Ore Tons	491 12 881	2,590	24,377 381	69,402 15,46,075	2,51,560	40,515
Iron or Steel- Bars and Channel Tons	5,807 172	3,212 451	1,913	22,32,261 62,501	9,23,001 1,30,994	5,29,176 23,965
Angle, bolt and rod	21	201	20	13,800	18,02,331	7,888 19,09,743
Hoops and Streps	3,928 1,629 629	5,180 2,435 267	8,838 2,771 207	11.73.652	13,48,815	11,99,796 1,00,851
Nails, rivets and washers [ex-wire walls	- 2,508	3,590	3,29 2,45	14,06,185 5,88,976	15,05,735 7,48,384	13,15,308 9,27,110
Wire (other than fenerag wire) Fracing Materials Old for re-manufacture	1,131 115 87	2,115 668 48	1,01	60,467	3,05,050	4,10,523 5,603
Beams, pillars, girders and	22,136	20,761	28,61	49,12,939	30,63,670	40,86,831
Pipes and Fittings, Cost , Vales and Fittings, Wrought , Rails, chairs and fish-plates (ex-	8,902 6,990	10,819 6,510	4,08 7,05	4 53,82,338		
thoding those for ruitways)	5,281 110	7,322 527	4,05 81	1 13,69,439 4 2,18,239	11,00,281 6,14,039	6,88,275 8,51,495
Sheets and plates— Tinned Tons	11,490	21,108	18,02	6 56,53,819	78,20,093	75,90,275 2,01,63,889
Galvanized { Corrugated	31,583	49,701	4,18			14,20,037
Not galvanized or tinned ,	32,18 6	41,898	1 21,87	92,55,201	81,74,117 6,46,511	7,41,388
Wire rope { Galvanized "			40		10,74,91	3,70,515
Wire mails Other manufactures of iron or steel ,,	1,37		2,30 10,4	2,00 67,36	52,73,26	31,33,020
Steel— Angle speed Tons	6,53	0 10,130	11,6	16,69,87 16 5,51,84	17,26,64	16,75,170
Sterme	1.19	4 55	1 8	26 5,51,84 54 4,11,55		2,03,003 2,08,003
Cast (teel steel, high speed) , (Carbon) , (Steel bars) ,	23 62	5 61	40	5,52,57		16 911
	5	3		60,68 61 65,15	61 2	9 27,463
Rurs ,,	37.93	8 50,633	49,6 1.7	16 89,79,16 59 11,36,37		
Ingots, blooms, billets and slabs ,, Lud-(Unwrought)	3,68	3 2,42		16 7,61	5 14,15	0 2,061
yre Toni	1,17	1,00		10 G 36 29,03	99.59	4,210 76,797
Other sorts	1,73	9 1,00	4	70 1,31	9	0 2,400
Wrought- Shreis, ewt	. *6,41	6 3,19	0 6,2	9,03,67	4 88,76 40,65	7 1,55,373 3 82,631
Pipes or tubes	18.00	1,31	1 2,0	77(-6,21,80		(s) 4.83.81d
Other sorts	1.70	10 1.70	5 1,9	61 69,20	(8) 67,45	1.56.69
Solder owt		131,02	3 12,3	19,5	23,11	
Vin- Unwrought (blocks, ingots, bars	1	1		97 46,43,3	32,61,1	39,02,50
und sinhs) ewt Wrought (including pla(es or slicets, not timed iron)	1	74 25,02 20 4,51	1	222 16,50		
Zinc or Spelter-			n 33,3	not 9 97 %	57 10,13,4	8,43,07
Unwrought ew Wrought or manufactured		67 18,55	21,	[T2] 2.03.4		81 6,95,61
Metals, uncounterated To	( 3,5	[2] 4.8°	(3) 5,1 8 <sub>1</sub>	46 2,19,6 75 53,1	18 2,30,2 17 1,0	5,73

\*Sheets pipes and tubes.

# IMPORTS INTO BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign countries in each of the official years 1921-22, 1922-23, and 1923-24.

						FORRIGN N	I ERCHANDIS	r.	
Авт	CLES.				Quantity.			alue in rupe	es,
		_		1921-22.	1922-23,	1923-21,	1931-22,	1922-23,	1923-31,
Machinery and Mills	ork						-		
Prime-movers (athe	r than elec xeluding	trical	) for		1	1			
Oil Engines			No.		i				
	es						1,32,31	27,53	1 31
Steam Engine Parts of steam on		***				3		1	11.0
Others	igines						49,00		11 212
Other than lecomet	Serve-						40,00	1 000	20,
Gas engines			No.			Ι.	4		l l
Ports of gas engin	ies	***				1	1 :::		53,
Oil Engine Parts or oil engin	63	***	No.			690	19,35,433	18,95,11	J C 17.81.1
Steam Engine			2400			" us		18,93,11	
Parts or steam		***	***	1		112	61,55.699	20,16,00	11 107
Others		***		]			2,57,333	91,29	27
Electrical Machine	ry of all k	inds,	кс.—				1	1	1
Generators, &c.	geat.	***					10,48,593	11,23,90	0.5%
Motors					***		52,68,895 89,50,473	20,22,003	12,01,
Turbo Generating	z Sets	***					3,99,627	25,57,00 11,57,33	30,66, 6,65,
Transformer Other kinds	***	***	***	1			9,81,5%	1,00,45	4.15.
			***				15,33,521	13,07,679	1,80,
or Electrical Mi									
Acruted Water in	aking Mac	hiner.	у				1,03,681	35,8%	452
Agricultural Mac Boilers	hinery						1,03,050	1,09,410	41,
Hoot & Shoe Man	ufactneine	***	***				1,30 51,539	61,18,408	42,75
							1,21,811	3,381	35/
Leather Tenning Metal Working M	& Curing X Inchinery (	schir	ling	1			4,90,551	3,10,169	37,
Mining Machiner				[			4,80,875	25,00,616	14,957
Coal Machinery	·			1	- 1		18,72,403	16,85,524	12,50
Other sorts	andin w		***	:::			4,41,618	10,991	617
Oil-crushing and Re Paper Mill Machine	MAN WHITE	anner,	у				21,27,408	9,04,150	
					1		20,37,054	10,14,010	4,51, 2,01,
Rice and Plour Mill Saw Mill & Wood u	Machinery				:::		3,54,723 10,51,528	1,61,635	3.51.
	st machines	and a	mosts.			- 1	7,57,670	2,08,430	1,85,
					1				
Sewing and Knitt Parts of Sewing		ies Line	No.	2,791	9,717	7,513	4,84,837	8,59,191	6,83)
machines and a	ccessories			1			2,02,763	1,42,103	91.5
Sugar machinery Tea machinery	***						48,09,867	11,20,182 22,71,588	11.42
Fextile Machinery-			***				21,23,053	22,71,588	33,67,
. Cotton Spinning I Cotton weaving n	Machinery						51,90,412	62,57,374	\$3,62,5
	and Drein			***		1	20.41.607	10,51,917	11,52,6
				1	- :: 1		25,492	23,750	5,6
Other sorts of cot	ton machin	PIY					1,565 2,18,882	2,12,915	81,1
Shuttles (ex those	for sewing	machi	nesi	::: 1			1,25,78,147	1,70,35,490	1,31,10,0
	***			(	(		2,39,373	80,767	11,3
Other sorts Pype-writers	***		No. 1				1,71,580	41,177	20,6
	and nocess	ories	NO.	3,129	2,000	3,001	6,69,499	3,93,014	5,79,6 1,03,4
Other sorts of mach ing printing mach	intry (exc	lud-	(				1,81,210	1,22,051	
							3.41.02.731	2,18,86,379	1,20,56,1
			J		1		,,,		
and parts theree Carriages & wagos	of		[	[			2,24,47,115	80,60,879	83,47,4
	nction-	110200	91		- :: /	1	8,62,83,426	2,38,10,781	3,94,76,2
Bridge-work Rails, chairs and		T	ons,	1,017	1,426	8,114	8,00,210	4,13,001	19,10,8
			1	29.019	10.00				27,50,67
Sleepers and keys Sleepers of wood	of Steel an			16	50,091 18,572	20,819 4,791	74,00,818	72,78,821 31,30,804	
	***	***		4,086	6,288	18,917	2,400 8,28,018	8,16,051	24,73,11

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# IMPORTS INTO BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign countries in each of the official years 1921-22, 1922-23, and 1923-24.

					oreion Ma			
ARTICLES.				Quantity.		Va	luo in rupees	
			1921-22,	1922-23.	1923-24.	1921-22.	1928-23.	1923-24.
Materials for construction-			1,126	4,814	6,778	12,06,166	15,81,610	99,31,31
Total imports of railway	mat	erials	1,120	9,019	0,110	12,00,100	10/51/010	20,31,3
made direct by State Railu			1		]	1	2,89,94,950	5,38,92,49
Total imports of railway made by other railway o	mat	erints	l " l					eyooyeey ta
tractors or inevaluants			1				1,61,77,406	42,40,00
Chemicals and chemical preparati	ons-	owt.	9.20%	8,219	8,525	1,52,100	98,020	10.9
Aluminous Sulphates		- 11	40.030	37,105	55,595	3,14,370	2,27,46t 3,00,80t	3,02,6
Ammonia and salts thereof Arsenic and its Oxides	• • • •	"	3,838	5,000 431	6,097	2,81,405 29,800	33,20:1	3,00,8
Barax fineluding horneic neid	)	"	1,731	4.976	4.631	63,308	1,29,706	1.10.8
Blenching materials Carbide of Galcium			60,813 7,703	31,606 19,097	31,472 21,476	2,09,514	4,12,802 4,05,42t	3,19,2 3,81,0
		"		1,975			10,914)	16.3
Copper Sulphate Zine compounds		::	1,811	3,171	3,151 2,218	30,303 23,423	83,681 18,215	67,3 43,8
Lend compounds Magnesium compounds		"	391)	462	405	15,226 38,517	17,531	13,5
Magnesium compounds Disinfectants		**	2,597 6,861	2,683 8,125	5,263 6,969	2,49,597	16,26: 250,375	1,97,6
Sulphur (Brimstone)			59.338		179,998	5,30,062	6,53,568	8.81.1
Glycerine			571	1,303	1,146	51,974	95,302	74,6
Aertie			60) 182	147	160 261	4,050 13,814	7,959 25,230	8,3 19,3
Oitrie			182	71	100	9,597	13,902	15.0
Osalic			112	30j	83	7,497 14,817	1,983 4,168	8,9 13,6
Salphura:		**	90 001	305	60	28,393	10,723	3.1
Nifrie			23 141	40 118	31 247	2,265 12,896	3,036 16,362	19,4
		**	131		211	14,550	10,002	
Potassium compounds-		cwt.	106	628	512	8,162	28,761	20.4
Conside of Potassium Chlorate			6	325	32	2,230 30,373	295 10,018	1,9
Potassimo Nitrato (Saltantes			775	825	2,132			27
Other sorts Sods compounds-			467	456	187	1,38,498	1,32,121	1,37,2
Bearbonate			29,185	27,168	30,439	3,05,413	2,00,700	3,30,3
Curismate (Ash and Crystals)		**	21,833	38,210 411,596	25,397 468,695	4,11,011	6,88,524 26,87,469	5,31,7 30,95,7
			658	393	607	36,390	14,800	20.0
Chromate of Soda Sulphide	***	,,	800	419	120	14,304	9,768	3,6
Silicate		::	6,781	14,061	12,227	1.01.157	1.80,705	1,25,7
Other sorts Other sorts of chemicals	***		50,561	1,453	1,061	2,48,580 5,59,178	55,314 7,32,663	6,49,2
Marcotics and Narcotics-						0,00,110		8.4
Asafoetido		ewt.	,	10%	326	3,705	9,981	
Custin Liamon		lbs.	250,379	211,488	330,294	6.41.788	5,22,319	8,02,2 3,36,9
Oinchona Rark		cwt.	15,597 112	26,882	15,820 56	4,65,411 274	6,74,150	
Proprietary and many		ox,	400	788	305	4.246	7,500	3,89,0
		***				2,68.482 11,295	3,66,711	4.0
Onining business by appropriate	e	llas.	29,776	31,400	45,201	13,31,215	11,03,013	12,52,0
hydrochloride or	di-	,,	3,175	4,491	5,413	1,07,082	2,06,770	2,27,8
Onium other sorts	•••	**	6,614	5,510	9,520	1,51,020	90,037	1,85,6
	***	::	8,901	3	8,527	8,552	°]	3.5
Serinperilla and its proparat Other sorts of drugs & medici	Son	**			1	21,10,121	21,67,015	28,35,3
Toleroen-	nea					24,10,121	21,01,010	2,000
			21,335		1,202,081	36,620	25,444	10,36,7
Constantared-	•••	llis.		14,460	.,			1.001
		Ilıs.	11,000	11,649	1,200,295	1,12,724	97,270 59,61,746	
Tolucco for pipes etc. Other sorts			815,101 106,833	1,365,866	151,709 1,705	7,75,427	12,92,581 2,937	11,10,0
			5,905	1,902		37,693		

# IMPORTS INTO BENGAL, FOREIGN TRADE.

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign countries in each of the official years 1921-22, 1922-23, and 1923-24.

							Poreign M	ERCHANDIS	1.	
	ARTIC	CLES.				Quantity.		l v	nlue in rupce	
					1921-22,	1922-23.	1923-24,	1921-22,	1922-23.	1003-14
Dyeing and	Canning S	uhstan	PPS							
Barks fo Aniline o					i					
					141,995 49,736	201,2% 140,02	147,49 165,40	6,67,920		9,85,0
Indian C	d Gambie synthetic)	r		cwt.	37,171	31,115	36,95	9,96,677	1,00,616 8,31,317	1.11.2
	î			**				1	1	9,88,6
	rts (includ			lus	1	68,895	48,49	1,069	1,15,108	1.19
			stye)	ewt.	102	558	27,879	6,510	30,490	78,50 8,77,11
	Fish etc.)			gals.	25 393	5,259	3,550	1,02,450	12,750	2,0
Bergame	t	***		,,	51			6,898	379	
Encalyp	219				2,502	6,402	4,100		20,681	13.23
Encalyp Lavonde		***		"	1,096	276 47	191		5.521	1,0
Lemon	ent.		***	,,	143	66	131	5,620	5,200 2,001	1,19
Caiionti					188 409	186	874		6,679	0.63
Otto Ros Other so	0	***	***		13		Bin P		48	4,11
Mineral-		•••			6,092	5,938	8,487	1,89,872	8,61,676	4,10,6
Fuel Oil:				.,,	3,236,200	4,174 822	4,386,913			
								12,91,351	11,73,182	11,67,3
Other La	bricating (in bulk (in tins)	Oils	***		8,959,384	9,256,673 3,775,332	7,651,971	72,30,300	47,71.006	39,59,53
Kerosene	(in bulk	)			17,975,117		4,197,150 28,5%5,210	65,98,033 1 15,77,014	59,89,076 1,14,39,195	57,46,29 1,55,45,6
			***	tons.	1,023,928	763,780	1,855,474	13.53.450	9,37,722	21,31,7
Other ki	18 petrolon	ım (Her	nzinea)	gnls,	1.331	53 580	2,630	5,080	18,570	11.11
Vegetable,				"	974,033	1,089,011	2,430,552	11,18,877	2,196 11,80,830	33,93,61
				gals.	357					
Earthnu Earthnu		***	***		61.9936	6,027	112,492	4,378	2,874 15,318	2,05
Linseed				- :: 1	755 8,423	399	761	1,72,256 211	1.068	2,73,45
Other so	rts leand tim			::	8,734	1,607	2,694 40,245	23,890	6,866 56,583	1,01,81
				(	.,	10,011	10,240	42,901	20,250	1,01,01
Bristles	and Fibre	for It	rushes	- 1	i	ļ	- 1		- 1	
Bristles				1	4	ì	ł	- 1		
Fibre	and Broom d Varnish		100	cwt.	12	5	25	5,892	6,505	12,1
Paint an	I Varnish	ns-				U	41	4,096	6,016	1,17
		brusne	s	dox.	6.577	8,493	12,909	1,20,790	1,39,502	1,45,9
Other br Brooms			***	.;	1,376 4,406	7,741	18,137 9,574	15,261	32,702	78,55 76,30
	Rattans		***	cwi.	208 16,775	639	135	54,108 4,387	1,25,038	1,53
Coal, Coke Coal					. 1	19,817	14,295	1,87,830	2,21,412	1,67,12
Coke			***	tons	14,200	26,247	3.016	3,51,657	6,67,817	60,52
Patent F Coir-(see	uel			: 1	103	411	50	158	32,160	3,20
				)		***				
Cotton-(s	malso pag		***	tons	31	***	841	5,825		13,50
Wasto			***	tons	3	,	į.	805	507	48
Feathers			***	cwt.	41	29	30	1,507	1.142	1,013
Fodder, Br	an & Polk	urds (e	xclud.	- 1	100	178	401	60	406	811
Graphite C	runibles	***	***	cwt.	10,632	8,148	8.358	32,842	42,478	46,3%
Gums and Arabic				-	271	803	2,655	16,126	56,190	1,65,991
Benjamir				cwt.	.54	393	289	1,621	8,755	8,577
Dammer Rosin	(resins)		-22	:: 1	31,913	1,307	955	55,077 2,71,167	55,553 2,43,300	57,553 2,65,569
Other sor	ta	***		24	0,708	30,710	34,059	2,71,167 1,79,418	2,43,306 1,97,999	
Hemp-(se	also page	261)	***	"	1,091	3,855	1,919	59,916	81,936	66,875
Hides and s	kins-tees			cut.	24,571	22,870	25,157			6,28,257
Hides, ra	W (800	auso pa	(Fo 262)	tons	- 1	~6,670	7 1	7,10,794	5,45,517	
		***	ı	No.		[	35	41 }	1	40,705
Skins, rav	· .	***	- { :	lons No.	ál		5,117	13		
and hors	e and pice	ce of T	torne '		4,336	***		11,933		***

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# IMPORTS INTO BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign countries in each of the official years 1921-22, 1922-23 and 1923-24.

				1	oneign Mr	BCHANDISE.		
Antica	Es.			Quantity.		Va	lue in rupees	
			1921-22.	1922-23,	1923-21.	1921-22.	1922-23,	1923-24.
Ivory-(see also page 26 Unmanufactured	3)	llos.			10			33
Inte-(see also page 261	)"	tons	7	20	- 1	2,711	6,200	
lat—(see also page 263) Stick and Seed		ewt.	12,306	40,000	20,993	11,03,601	27,67,919	21,30,095
Artificial and miner Sulphate of mamons	nl	tons	206	3,316 57	8,532 73	41,719	4,92,328 17,212	4,55,178
Bones		,,				43		16,770
Fish and Guano Other kinds (ex oil-	nke)			1	251	25 61	80	28,18
Mits- Block		ewt.	3,211	1,677	3,612	6.01.114	1,67,339	2.85.00
Splittings			816	12	242	1,44,033	2,741	11,400
Oml for and patch Norkholm for and nitel		ewt.	791 1,072	2,940 2,975	1,466 2,088	11,377 25,338	30,419 53,721	17,515 31,06
Stockholm tov and pitel Plants, living (including Scools for sowing)	g Bulbs and					11.618		28,00
Patromaking Materials								
Pulp of wood Russ & other material		cwt,	187,463	172,016	151,652	42,82,612	23,10,770 423	49,89,29
icrds— Oil-sceds—		"	( "					""
Essential		tons	l					
Non-essential			} ]					
East hourt		"	1 !					
Mustard Poppy	***	**		***		120		
Til or ginielly		"	1 :: 1	***			:::	
		"	1	5			1,930	
Other than oil seeds hells and Cowries—		"	37	26	43	1,23,319	1,03,706	90,42
(Chanks, sankhli, mental shells, cowra	large orna-		r 1					
	es, mouner-o-	cwt.	11,551	12,319	13,497	1,42,613	1,50,564	1,51,82
			4,235	1,552	1,450	20,849	14,287	14,38
ilk→(See also page 261 Ray		lbs.	2,653	1,595	1.976	14,336	32,510	38,10
perimens illustrative	of Natural	1118,	7,003	1,000	1,070			
Bellinco	441 1911	tons	531	793	1,003	1,810	1,514 1,29,390	6,29 1,35,29
allow and Stearine grosse and animal fr Others	(including				.,			
Others	t) Grense	ewt.	2,105	797 1,191	2,651 712	78,793	28,480 41,156	32,67 27,65
ax of all kinds, other fin wax (excluding			]					32.00
		,,,	1,172	869	513	57,381	58,107	42,00
Timber other than ru- Deal and pine wood	ilway sleeper	tons	5.076	800	1,000	8.22.657	1,19,998	1,22,00
		, tons				.,,		
		13	2,223	2,000	80 841	1,68,065	71,569 2,05,288	10,11
		tons.	2,908 275	2,030	278	3,58,318 4,068	3,455	77,50 4,79
Ornamental— Ebony			1 1				1,191	
Sandal		"					160	12
Manufactures of war	of how them	,,				22,187	72,751	19,22
furniture and cal- col—(See also page 26						8,00,000	3,69,910	7,66,81
		ling.	442,148	496,547	1,74,976	5.93.939	0.97,299	17,50,11
rticles manufactured	and partly 1	mnu-	1 1	,	.,,,,,,,	-,00,000	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	10.11
aras and Textile Peter	lan.							
Twist and Vorm	258)		1.					
Grey No. 1 to 10 Do. ,, 11 to 15		lbs.	31,581	7,003	ا ا	67,477	9,649	
	***		34.829	21,935	1,436 21,57,488	82,432 10,00,568	42,170 36,91,614	2,49 22,76,95
Do 21 to 25		**	1,522,606 55,210	3,807,890 72,287	1,70,257		1 19 505	
190, u 26 to 30		"		75.783		7.10.841	1.10.686	72,60 59,03,83
Do. ,, 31 to 40	***	**	6,906,755	6,866,309	37,81,415	1,13,70,711	98,02,358	09,03,85

# IMPORTS INTO BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Voreign goods (exclusive of Government Stores) imported from Foreign countries in each of the official years 1921-22, 1922-23, and 1923-24.

		1			Foreign M	ERCHANDISE	,	
ARTICLES.				Quantity,		v	alue in rupee	s.
			1921-22.	1922-23.	1923-21,	1921-23,	1922-23.	1923-21,
trticles manufactured and part	ly ma	nu-						
							1	
Grey No. 41 to 50 Do. ,, 51 to 60		bs.	513,602	309,217	4,10,300	8,13,861	5,26,000	7,32,50
Do 61 to 100			913,122 1,001,740	107,607 814,733	2,24,182	5,29,170	2,11,516 20,30,619	4,33,571
		,,	59,561	40,824	63,570	31,01,996 2,61,881	1,46,561	23,81,53 8,15,53
Two folds (doubles) Coloured—	***	**	157,805	61,221	2,40,601	2,41,792	1,10,509	4,23,55
		llis.		21,297	07.107			
Nos. 21 to 23 Nos. 26 to 30 Nos. 31 to 40			***	1,185	27,107 12,487		58,012 2,036	54,586 24,381
Nos. 26 to 30			2,231		974	11,738	743	555
Nos. 31 to 40 Nov. 41 to 50		"	2,998,539	2,862,301			58,18,506	67.87.90
Nos. 41 to 50 Above No. 50		;;	4,00n 42,311		465 55,090	20,000		901
			8,100	32,450 26,500	25,040	1,67,506	1,17,000	1,65,716
Bleached White Mercerised cotton yarn	11.0		413,191	200,211	9.59.535	11,59,431	6,40,983	5.61.915
	wist.			16,814	8,385	***	37,639	21,451
	100			10,118			21.183	
Piece-goods	-11	"		10,115		***	21,188	***
Grey (unbleached) plain- Chadars		. 1	'					
Dinoties, sarie and seneral	)		11,969	***		9,879		***
Dhooties, saris and scarves Jaconets including Madapo Mulls and Combain	lams	"	56,551	4,000	21,816	23,009	1,559	0,211
			18,513,318	39,197,665	3,20,20,929	60,12,149	1,36,88,413	1,01,17,920
Drills and Jeans Sheetings		,,	2,536,410	2,318,400	25, 13, 200	11,16,312	9.86,531	10.22.20
Long-cloth and Shirtings	***	"	1,002,133	4,058,100	29,94,156	373,039	15.08.857	11,69,89
			76,836,561	182,785,452	-6.76.89.078	2,78,61,273	0,21,06,729	2,33,54,500
		"	47,809	36,000	59.991 5,763	18,426	8,015	29,443
Unspecified descriptions	***		43,410	77,093	3,03,612	38,202	34,683	1,33,567
Grey (unbleached) bordered— Chadars								
		,.	352,174	029,818	7,29,892	2,05,521	2,47,815	2,61,772
Unspecified descriptions		"	22,300	490,705,752		12,97,96,878	14,53,60,198	12,01,63,23
White (bleached)— Chadars					•	0,110		
Dispotice sprigged and opposite		yds.	396,163	409,580	487,271	2,28,651	1,41,900	1,60,005
Jaconets, Madapolams, M. Cambries and Muslins	alle	**	28,156,107	35,500,482	36,820,670	1,25,67,952	1,18,15,502	1,59,32,85
Cambries and Muslins		,,	2,781,831	2,559,110	3,267,375	31,70,497	15,03,000	19.91.63
Twills T. Cloth and domestics		,,	2,008,202	1,616,347	3,914,219	28,99,779	7,85,131	19,07,500
Mulls	***	**						1,25,29,731
Lawns		,,	50,201,910	42,831,415	39,103,679	1,14,91,018	1,42,95,559	1,25,29,131
		"	330,086 10,516	1,207,608	788,894 1,320	3,77,175	5,47,696 14,962	3,49,717
Sheetings Longcloth and Shortings		"		40,243 87,528	171,144	24,271 1,50,430	1.14.114	
Checks, snots, and strings	***	**	8,570,927	11,117,857		1.00 12.182	1,14,114 44,97,814	
Checks, spots, and stripes Drills and Jeans	***	**	306,827			5.81,901	3.68,678	6,77,193 7,76,851
Nainsooks	***	"	1,396,491	2,103,938	1,535,567		11,11,686	1,19,71,255
Unspecified descriptions Colored, printed or dired-		"	857,001	48,141,316 1,700,815	41,971,674 3,497,757	1,95,81,526 22,37,719	9,01,400	21,52,554
Colored, printed of dyed— Printed goods— Oambries, etc., etc., Cliccks, Spots and Stripes Dhutts (including Lungis) Drills and Jens				-,.00,510	0,102,707		-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Cambries, etc., etc			0 000 100					10,81,997
Oliceks, Spots and Stripes			2,630,576 219,725	2,790,906 223,330	3,312,190	21,85,943	9,29,735 1,60,733	
Dritts and Jenus Lungis)					512,006 6,126	4,26,692 9,53s		
Elannol and Planastate		**	522,521	757,633	1.071.628	3.46.697	3,85,003	4,68,560
		**			498.071	7.52,210	1,05,611 34,96,280	2,30,141 41,12,211
Saris and Scarves Shirtings		<u>'</u> .	68,53,479 70,01,231		11,623,120 10,633,538	1,41,88,367	31,95,289	
Twills	***	,,		8,301,519 2,315,831	3,927,469	57,17,158 26,18,651	9.71,010	
Unanceified/descriptions	***	**	603,096	577,395	1,509,662	8,30,521	9,71,010 3,20,778	8,00,053
		"	1 961,534	915,358	2,811,546	31.65.474	4,82,314	13,23,537
		**	49,165 4,232		1	36,395	19,529	25
Dyed goods— Cambries, etc., etc.			9,232	19,929	75	2,567	18,023	
Checks, Spots and Steiner	***	**	591,319	1,997,192	812,555	2,53,886	4,71,057	2,24,501
Checks, Spots and Stripes Dhutis (including Lungs)		1.	376,200	873,174	1,027,001	5,41,581	4,07,872	4,93,453
Deills and Lane		"	333,653			***	65.400	5,00,111
Flannel and Planneletter	***	"		132,333	745,151	2,81,899 26,126	91,462 78,574	
	•••	,,	38,090	153,784 316,801	49,014 201,274	1,03,840	1,32,891	85,522
		"					1,32,891 2,528	1,51,337
Shirtings		"	119,813 6,290,900	290,601	231,411	2,63,467		20,35,851
		.,	9,200,000	7,713,833	6,314,759	33,82,107	25,36,877	

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# IMPORTS INTO BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) inperted from Foreign countries in each of the disid years 1921-22, 1922-23, and 1923-24.

		FOREIGN MERCHANDISE.							
ARTICLES.			Quantity.		Value in rupees.				
4887777777		1921-22.	1922-23.	1923-24.	1021-22.	1923-23.	1921-21.		
Byed greeks-			411.017	650,051	3,857,847	1,97,503	2,83,861		
Twills Lungia and Sarangs	yds.	29,413 90,816	3.510.201	6,918,271	1,80,278 49,22,710	20.82.003	38,51,487		
Unspecified descriptons Waven cohsered goods—	"	1,210,095	3,510,201		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
	11	148,149	760.452	676,365	9,67,501	4,80,770	1,00,611		
Checks, Spots and Stripes	"	141,522	700,458 559,984	1,358,568 41,500	14,25,692 68,625	3,23,287 70,010	7,93,012 20,840		
Uhntis	**		161,318 1,311,277	2.573,000	18.11.917	7,10,751			
	**	781,594 174,725	556,218	1,811,005	19.79.0511	2,36,3871	8,74,500		
Flormal and Flormalettes	11	396,510	1,399,379	2.174,1500	13,17,5271	6,67,118	10,71,262		
	11	1.142,162	1.257.057	2,677,711	17,17,407	5,87,751 4,60,620			
	"	374,333	838.112	1,183,170	10,81,123		13,10,051		
Twills Laugis and Sarangs Unspecified descriptions	#	581,081	1,068,013	1,978,373		1.14,06,301			
Unspecified descriptions	10	4,551,155	91,233	149,613	4,73,828		2,38,89 6,56,98		
	niere No.	1,233,800	1.836,778	2,613,489		5,43,320 41,328	53,45		
Handkerchiefs & showls in the Feats of all descriptions	vds.	3.95,041	152,943	201,400	263,469	10,520			
	No.	31,027	37,018 103,761	230,924	3.27.897	1.00.216	1,80,01		
	vds.	41,160	105,761	219,193	1.09,05,197	34,58,850	5,31,99 21,07,89		
Stockings and Socks	cnses. lbs.	250,576	311,388	488,662	26,00,380	17,47,741 2,76,803			
Thread, sewing	His.	118,076	105,067	118,289	5,77,943 15,50,505	1,32,623			
Rope	lbs.	1,103,512	160,302	1,417,890	15,00,003				
		337,060	478,006	637,961	22,40,810	12,49,524	12,41,31		
Other sorts of Manufactures	*)	337,060	270,000	,001		1,52,461	4,47,99		
Haterdashery, &c	11	1			7,21,774	13,03,601			
lace & Embroidery Other sorts	9	1			50,01,902		1		
Flax-Manufactures-	"	1	47		\	35	"12.01		
	168.	15,973	3.917	8.002	57,233	4,416			
Twist and yarn			531,838	424,503	19,21,805	10,97,884	1,19,00		
Canvas		13,063		61,636	1,61,655 2,66,509	1.49.441	1,31,00		
Threat sowing	lbs.	21,074	55,861	39,675 68		3,063	34		
Buggand Sacks	No.	105,715			2,36,185	3,89,942	4,52,7		
Other sorts	Ibs.	105,718	157,000	2000010	[		l		
Henp-(See also page 258) Manufactures of (excludin	e cordami-	-1	1		1,039	10,028	4,53		
Cloth	yds	201		2,551	35,471	22,701			
Other sorts	Ibs								
Jule—(Scenlin togo 958)		557,421	17,021	7,493	1,93,025	0,017	2,38		
Twist and yarn Manufactures of—	" Ibs				1		67.87		
	No	85,777	46,158	203,323	55,370 28,090	36,201	1,48,8		
Gunny-cloth	ytls	71,795	117,73	3,123,001		6,091			
	*** 15			35	5,327	6,02	1,60,7		
Rope and twine		1 12			99,216	43,06	1,00,7		
Other kinds Silk-(See also page 259)	111 8	1	1	1	1		1		
		1		7,63	22,859	76,85	47,3		
Thread for searing	lbs	339,55	5,00 176,91	128,73	6 90 000	6.45,434	4,48,5 2,67,1		
Piece-goods	yds		4.76	22,54		72,40 23,16	g 2,07,1 g 22,1		
Silk, yarn, noils and warps Waste			22	1,27	š)	23,16	1 .		
Goods of Silk mixed with	other	i i		460,82	1,72,175	9,55,89	6,96,5		
Insterials		147,800	210,51 2 15,60		2,26,381	2,42,70	2,11,0		
	Hes	15,11	13,00	1 ,,,,,,	1 -,,00	1	1		
Wool-(See also page 259)		1	1	1	1	1	1		
Manufactures-		1	)	. ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	98,610	66,11	1,40.7		
Blankets		] 31,01	1 52,80	152,60 1,025,96	12,23,899				
Piteo-goods	yd	338,83	5 512,03 6 14,58	81.80		1,18,34	5,14,		
Shawis Carpets and Rugs	N			5 48,46	of 1,30,397				
Hosery	lb	11.13	9 20.85				0 19,		
Braids	10				1 18,27		0 4,52,		
Yarn and knitting wool	,		0 133,69	8 8,59		51,68	38,0		
	,	26,53	17,4E	7.05		10,18			
Artificial silk yarn Pierogoods of cotton am	d metidi. "		1			3,25,96	0 27,50,1		
		s 63,33	sa) 212,81	2,161,00	2 1,21,31		7		
Apparel (including despect	r. uni-		1	1	8,15,37	5,33,45	7,00,4		
forms, necontrements)	,,			1	3,10,01	1			

# IMPORTS INTO BENGAL,

#### FOREIGN TRADE.

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign countries in each of the official years 1921-22, 1922-23, and 1923-24.

	1	nte 1925	-2#.			,,	
			FOREIGN 3	TERCHANDIE	E,		
ARTICLES.		Quantity,			Value in rupees.		
	1921-22,	1922-23,	1923-24.	1921-22,	1992-23,	1923.81	
Boots and shoes of— Leather					-		
Other materials pres. Gold and Silver Thread	19,037 12,112	18,185 52,185	25,150 75,090	48,584			
Second board of the lbs.	19,403		1	1,35,61 2,51,090	1,70,77	1,22,3	
Water-proof clothing Arms, Ammunition and Military Stores—	***		36,411	1,30,909		1,01,9 3,12,1	
			***	8,095	11,30	23,3	
Filled No.	3,500,263	2,631,973	2,831,576				
Fire-arms and parts thereof "Explosives—"	1,577,950	717,331	1,201,638	93,063	39,687	2,07,5	
				14,06,677	6.65,145	53,2 5,11,5	
Dynamite	41,27± 45,000 315,000	4,318 10,103	8,000 32,250	51,276		8.2	
	315,000 10,002	210.000	936 950	2,65,148	1,60,863	28,1	
Detonators Composition Capiosites		121,000 23,000		81,291	1,01,225	68,5	
Others Nos lbs.	2,567,006	1,135,520	731 500	74,795	59.504	48.00	
Others sporting (smokeless) "	29,936 8,375	86,383	138,230 84,275	85,875 70,081	65,314 1,14,326	85,00 88,30	
Othersent	10,125	15,375 12,275	6,366 9,950	31,165	37.871		
Art, works of (other than pictures)	:::	***	0,950	8,039 3,20,619	9,883 4,00,017	8,00 2,56,4	
Other Manufactured cwt.			:::	7,08,630	70,050	90.5	
Asbestos Packing Baskets and basket-ware			***	2.42 1.10	2,75,090	2,34,0	
Belting for Machinery	[			2,19,133 8,239	1,82,417	2,07,57	
n Lenther	}	/				6,00	
Books, printed and printed matter (not being stationery.) including maps and charts			::	8,86,122 12,33,339	5,00,918 6,14,638	8,07,33 7,49,90	
(not being stationery) includes		***		8,08,538	9,10,513	0,73,8	
	9,951			)	1		
Building and Engineering Materials—		7,151	8,677	21,80,630 45,01,637	20,91,610	23,27,30 24,62	
Bricks other than parties tons	2,760	3,011	2,022				
Fire-bricks No.	61,259 735,059	108.9191	10.593	4,60,081 75,063	3,86,771	2,81,71 18.30	
		455,908	390,651	3,86,431	2,11,315	1,42,66	
Boiler Covering tons Other kinds 1	57,351 95	63,772	43,601	63,45,191	47.08.107	25,11,38	
Other kinds   Chalk and Lime (excluding French chalk)	1,282	301	101	15,191	86,020	71,10	
Clay cwt.	20,211	23,720	1	J.			
Pipes of Earthenware	5,908	5.888	21,096 4,930	51,088	53,261 21,099	37,57 21,63	
Other kinds No. 1	1,551,922	1,236,219	2,185,301	52,556 715	3,967(	4.60,76	
andles of all blade	13,771	40,677	40,281	7,17,008 3,61,697	5,51,674 4,35,963	0.05.62	
	29,778	62 762	71,100	9,43,323	7,43,833	6,86,69 35,21	
Bedsteads Furniture of wood (other than bedsteads) Furniture of other materials				14,617	34,021		
				41,331	37,613	\$5,651 \$3,431	
			}	57,270 3,09,313	51,557 2,21,414	1,69,555 71,757 2,400	
Tubes for motor types No.	1,120 53,012		2,232	23,461	35,635 23	2,400	
	51,82%	59,721	59,965 59,505	10.03.899	39,21,184	37,41,335 5.62,588	
and boots and shoot	(		185,399	5,81,767	6,96,840	6,07,211	
onicies—	{			15,46,619	20,58,674	13,19,022	
carriages) and parts thereof— Carriages and Carts etc No.	1	1		10,70,610	20,00,074	ratioissa	
Carriages and Carts etc No.	(	}		1	- 1		
Perumbulators and obitdon':		6,028	1,568		8,35,287	2,60,535	
Ports of alassis No	1,001				8,97,476	-, -	
Cycles (entire or in sections) No.	2.003	706	1,512		26,587 779	53,171	
	2,005	6,476	16,239			1,211	
		[	***		6 10 793	10,18,061	

#### IMPORTS INTO BENGAL. FOREIGN TRADE.

Sidement showing the quantity and value of Foreign goods (exclusive of Generation) theorem imported from Foreign countries in each of the efficial years 1921-22, 1922-23, and 1923-24.

		ŀ	oreign Me	RCHANDISE.		
ARTICLES.		Quantity.		Vu	lue in rapec	я,
	1921-22,	1922-23,	1923-24.	1921-22,	1922-23	1923-24,
Velicles— Moter cars (including faxi cabs) No. Motor Cycles (including Scooters ,, Motor manifuses etc. , Parts of mechanically propelled	1,005	1,308 329 201	2,874 482 390		37,72,592 3,12,605 7,91,920	67,31,754 3,85,018 8,17,057
whiches and accessories Clark, French Clark of the control of the	 16 21,223	 29,080	 105 21,738	19,93,386 551 1,64,168	17,00,331 1,686 1,47,657	13,49,851 1,341 80,905
derthrisware and porcelain) Cless and Time-porces No. Watches Forked charles and watches	22,950 28,011	26,700 2,189	67,018 10,761	12,422 2,75,025 3,68,910 18,806	9,399 1,71,786 15,263 13,103	27,021 2,56,963 54,405 21,186
Dir.—(see page 238)  Mundatured (excluding rope) tons Ceni liss, Centare & Rope of Vegetable Pibro	131 2,107	76 4,456	108 16,087	41,511 15,707	20,774 26,086	22,006 20,415
(excluding Jute and Cotton) cwt. Cex manufactures	1,117 625  95,580 70	2,301 811   368,803	2,017 256  253,300 21	83,752 1,22,373 11,31,470 16,924 1,74,338 1,38,017 15,213	77,870 1,35,922 8,93,214 25,081 2,59,373 2,18,403 11,316	1,44,168 1,35,600 9,17,768 31,896 3,05,152 1,86,901 5,662
bus and Christmere- lancks Read and Fulsa Pearls Seak Water Battles Language (funnels, etc.) Language (funnels, etc.) Sire and Futo Sired and Futo Sired, funnels, etc.) Language (melhading decantlers, etc.) Language (melhading decantlers, etc.)	8,590 2,073 01,925  3,733,050	15,496 4,287 122,103  5,680,421	13,745 6,741 151,915  6,236,422	17,55,234 17,57,956 1,62,067 8,77,218 6,34,06 46,314 9,79,317 3,21,106 6,72,956 1,23,738	16,95,316 27,69,611 1,92,149 8,51,852 7,69,080 60,410 9,48,112 2,81,601 1,73,900	21,50,339 20,30,558 2,37,631 7,90,653 4,82,453 37,612 8,98,411 2,30,597 9,98,220 2,51,034
Hifes and skins—(Lenther)—(see page 258) Hides, dressed or tanned No. Skins, dressed or tanned No.	636 9,738	4,462 11,451	3,203 0,312	11,752 31,230	\$1,770	51,517
Letther— Unrecoght Curl Lether cheft Artifield leather Cheft Artifield leather Fishers Curl Lether Fishers Curl Lether Curl Le	500  	500 308 60 473 619 21	706 200 120 1,338 1,986 54	2,27,927 2,29,630 16,129 2,80,671 3,88,421 1,18,119	9,13,170 1,15,081 20,315 1,04,517 1,49,761 33,010	2,26,551 64,415 31,468 2,31,804 3,63,557 69,705
Bors and Trunks owt. Saldkey and Harness Other seets Intimments Assuration and Lanii.		-19 11-1 2,000	40 215 1,586	· 26,461 63,291 4,51,468	16,897 39,391 4,79,625	19,452 49,664 3,00,877
Exercised Optical Justical Hostographic Scientific, and Philosophical Sugical Dibertific				1,77,70,330 4,18,803 6,77,116 6,27,125 14,30,506 5,77,009 21,368	80,80,507 1,14,670 5,08,627 8,11,328 10,80,173 4,88,161 12,395	95,80,503 1,48,591 6,50,402 8,45,195 8,79,534 4,81,869 36,571
http://see page 238) Manufactured Fredery (occinitation jewellery and freders stones and pearls unset) also Pate of Gold & Silver— Feetiblery				13,757	12,311	9,738
Plate of mald and a	=	:::	:	2,41,800 476	3,23,678 625	2,65,397
Let Stick the standard (see also page 258) Shell and standard (see also page 258) Shell and standard (see also page 258) Uther kinds (excluding Leodye) Mats's Matting (exclored studies), vide, Od and Floor Gloths US Cake tons	3,968,838 12,500 21,520 48,088	3,268,417 87,481 21,672 1,16,245	3,002,587 39,409 12,101 130,321	13,369 61,60,749 26,765 13,597 1,76,319	150 41,72,802 1,03,012 12,160 2,16,978	3,068 47,49,112 54,875 11,161 2,08,872
			1			-

# IMPORTS INTO BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign countries in each of the official years 1921-22, 1922-23 and 1923-24.

	Foreign Merchardise.								
ARTICLES,	Qua	ntity.		Value in rapres.					
	1921-22.	1922-23,	1923-24.	1921-22,	1902-93,	1923-21,			
Paints and colours Barytes cwl.	396	102	6,13			-			
Graphite ,,	3,350	1,17 17,50: 11,77	0,13		39,22	0 22.00			
White Lead (all sorts)	9,69	17,500	9,70	6,10,962	5,30,45	0 2,75,13			
Blue Paint or Parst Blue ,,	1,113			1,05,903	3,21,51 10.52				
	1,381	1,100 79,365	1,490	1.21.603	1.19.30	1 73,9			
Zine, White-	1		1	1	27,10,91	0 30,01,30			
	180	2,512	3,716	31,538	86,84				
Buduned moist	3,789	139	4	3,503 1,54,077	16,00	8 21,73			
Painter's materials (other than points	2,638	029		71,231	13,10	7 :::			
and colours) —	1	ſ	1		1	1			
Genuine terpentine cwt. Turpentine substitutes	1,090	1,691	1,503	91,600	1,45,81	20.00			
. Vavnish	4,016	1,218	7.018	1,768 4,65,335 79,287	4.20,40	91 6.55			
Other kinds Paper and Pasteboard—	• 100			79,297	80,88	2 5,69,86 8 80,51			
	67,300	110,692	191,250						
Writing-paper and envelopes	11.825	21,614	73.337	7.54.219	20,78,45 9,86,60	7 90,96,61 4 16,19,66			
Other kinds of paper	8,515 17,822	40,015	28,700	7,51,212 2,26,799	4.63.19	3 5.95.16			
house of all him and card-		32,390		8,84,733	10,91,56	7,63,36			
	41,563 7,710	32,093	66,068		5,07,20				
Perfumery (not being perfumed	7,710	0,784	10,351	10,72,733	5,67,50	7,92,91			
Printing and Lithermphing machinery and materials (excluding paper)— Printing and Lithegraphing Presses Printing term				87,010	1,02,33	20,93			
Printing and Lathographing Presses	1			7.80.133	0.00.00	7,27,85			
Printege w Litherman Cwt.	50€	50.6	497	1.65.114	3,83,763 1,16,70	1,06,37			
· Other materials				96,694	1,51,96	1,32,75			
Prints, Engravings and Pietures Smoker's requisites (ex tobacco)				6,35,550 87,859	2,86,456	18,45			
Ships, parts of (including lannelies and boats)			]	70,191	1,26,96	1,01,21			
Soon (all sorts)				62,24,402	17,18,361	6,31,50			
Starch Parina and Potato flour	15,007 6,063	18,117	21,879		12,00,300	16 14 51			
Stationery (excluding pages)	695	11,495	12,185	78,017	1,65,667 2,185	1,41,91			
Stationery (excluding paper) Sticks and Whips		***		12,190 18,32,435		9163.28			
Tea chests, of Iron, Steel etc.			[	8,936	22,612 19,721	33,77			
		***		50,70,050		1,55,13 53,12,30			
Requisites for games and sports (ex fire	***	*** (		6,12,036	9,05,477	13,95,96			
Playing Cards	1	- 1	- 1	1					
Other sorts Umbrellas (including parasols and			***	81,049	2,50,319	4,02,57 4,40,09			
	1	- 1		3,79,976	3,73,263				
Antiological actions	53,377	1,65,402	106,700	1,25,182	5,11,136	3,07,19			
		1	***	11,47,822 80,45,445	19,58,557 80,49,179	05,45,09			
Articles of stone and marble tons Hair of all kinds		48				14.26			
Manufactures of hair fother than talks	171	132	67	30,592 36,031	71,026 20,491	11,555			
Packing (Engine and Boiler) of all	- 1			. 1					
kinds (Linging and Boder) of all			***	14,896	3,742	13,197			
Polishes and Composition for applica- tion to leather	}			1,95,252	1.28,471	1,19,774			
Polishus and Composition &			- 1	1,70,825	0.00	3,39,363			
cion to incurp, etc.		1			2,75,876				
				3,32,329	2,82,573	3,65,777			
Telegraphs, materials for construction,			I	27,152 23,007	13,695	10,23,404			
Telephones, materials for constant to		[	- 1	1.45.786	27,142	10,683			
	/				22,142				
Toilet requisites (not specified else-		-		13,86,444	10,54,674	1,95,619			
III other articles of merchandise—	***	***		6.80.907	11,72,990	14,33,963			
Manufactured		أ	- 1	3,		70,003			
		,		50,702 12,63,974	67,694 8,15,500	6,81,763			
Total		-		2,72,91,661 8:		T 01 19 381			

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# EXPORTS FROM BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Country goods exported to Foreign countries in each of the official years 1921-22, 1922-23 and 1923-24.

		- }		Indian !	Produce an	nd Manufactures.				
ARTICLES.		Ī		Quantity.		Val	ae in rupee	ıs.		
		1	1921-22	1922-23.	1923-24.	1921-22,	1922-23.	1923-24.		
		-			-					
Arimals, living-		- 1	- 1	- 1	1	1	1			
Cattle (except a	necep N	los.	836	1.316	351	1.54.423	1.06,537	43,485		
Horses		.,	13	13	25	87,310	28,025	43,100		
Sheep and goats		". [	22,453	12,758	16,008	2,20,146	1,45,996	2,10,272		
Other kinds		. 1	8,636	14,675	7,356	90,369	1,33,559	1,28,625		
Articles of food and dr	ink—					1	1			
Coffee	et	ats.	27	67	13	3,288	5,659	1,202		
Fruits & vegetables-		1	1		1	i	1			
Fresh Fruits-		.		15.000	23,000		2,585	. 2,650		
Coccanuts		No.	***	45,300		240	2,080	140		
Remel or copra	t	ons				240	2,307	555		
Vegetables, fresh ()	di Isina	التما		***			2,007			
Onions	C	wite	150	7	7,558	881	60	50,310		
Others	0	,,				37,303	31,151	33,36		
Fruits and vegets		"						1 1		
dried salted, or	pre-	- (						1		
served, all sort	s 1	ons	1,985	1,557	3,261	4.41,418	4,23,033	6,95,769		
Grain, pulse and flou	r	- 1	}					0.02.00		
Barley	1	ons	43	138	7,604	16,099	21,442 3.58.638	6,82,33 9,40,15		
Gram	***	,,	1.720	2,287	9,556					
Leutils		"	111	7,317	14,787	12,040	0,80,220	10,20,00		
Palse (Beans) Maize	***	,,	100	9	9.117	244	560			
Data	***	"	499	602	742	97,644	1,08,293			
Jowar and Bajra	***	"	400	002	2,746	71	1.048	2,30,75		
Other sorts		,,	13,009	36,100		31,42.885	61.50.575	1,05,04,33		
Rice in the	husk	,,	10,000	110,200	· ·			1 .		
(paddy)		,,	1 1	595	4,131		54,299	4,18,42		
Do not in the	husk	,,	11,713	207.319	294,651	32,57,560	4,17,89,427	5.11,26,38		
Rice Flour	•••	",			77		1.83,369	15,20.21		
Wheat Wheat Flour	***	**	1,534	894	10,762	3,15.284 22,03,494				
Other sorts	***	,,	8,045	2,187	2,304	22,03,499		2,66		
Linuori-		11	)	***	)	1.02	1	2,000		
Wines	1	gals.	]		1					
Spirits		grate.		***	10.370	i		3,97		
Provisions and Oil	man's	**			1	(	1	1		
Stores-			) )		1	(	1			
Butter	0	wts.	7	4			360			
Choese		23	47	48	48	5,425	6,489	.,,,,,,		
Fsh-maws and s	hark-					18,290	21,665	14.69		
		£1	115	110		18,960	4,258	3		
Fish, dry unsalt		**	174	459		18,000	631	1,52		
or ,, salted		13	. 6	1/		100	1 1/			
Ghee		"	20,382	20,530	20,975	21,28,204	23,35,239	23,37,13		
Lard		**	20,002	20,050	1	750				
Pickles, Chutnie	s and	**	1 1		1		1	1		
Condiments			5.063	5,540	6,564	3,42,604	3,95,787	4,24,55		
Other sorts of	pro-	**			1		10000	0= 00		
Salt.		,,	1,005	835		48,214	48,721	65,89		
Spices		tons	1		1 1	297	688	1		
			1		104	16,271	4,036	4.01		
	0	wis.	586	165		8,940				
Betelnuts Cardomous										
Cardamona	***	11	58	79			14 99 746	23,97,19		
Cardamoms Chillies Chusamon		11	68,937 56	48,459 217	100,378	16,96,433	14,99,740	23,97,19 2,50		

#### Indian Produce and Manufactures, ARTICLES. Quantity. Value in rupees. 1921-22. 1922-23. 1923-24. 1921-22. 1922-23. 1923-24, Spices-(concld.) Nutmogs Cloves 3,395 8,525 32,649 2,747 6.018 5,357 19,682 29,701 Ginger Popper Other sorts 602 213 21,897 6,074 3,679 Sugarsur— Sugar, 16 Dutch standard & above tons 4,53,426 2,191 2,476 Sugar, 15 Dutch standard and below 38 500 1,095 5,768 Confectionery ... Molases including palmyra and cane jaggery 2,485 4,74.682 Black 283,729,022 253,015,523 356,900 780,237 296,523,379 28.39.43.281 Green ... ,, 255,141 2,186,131 1.70,845 5,61,726 Waste Waste Hardware & Cutlery (in-1.563,658 5,26,067 2,09,581 2,25,342 cluding plated-ware) Metals & Ores-49,708 72,186 57,222 Brass, Bronze and similar amalcams-Unwrought ... cwt Wrought ... " Chromite (Chrome 1,226 759 1.79.989 1,105 962 1.73.207 2,01,780 iron ore) 607 205 23 661 Copper— Old, for re-manu-7,147 facture ... cwts. Unwrought Sheets and other manufactures ... 1127 525 1,088 1,30,084 Fero-Manganese... tons 1,17,838 64,302 Iron or Steel-... Iron or Steet— Ore ... tons Pig ... " Manufactures— Angle, bolt and rod , Anchors and cables , Heavy and strips 59,497 118,515 182,938 53,52,600 1,27,62,672 91,45,793 4,481 1,707 Anchors and cables Hoops and strips Nails, scrows, rivots and washers Bars and Channel Pipes and fittings, cast (including galvanised and tinned plates plates 3,446 1.750 10.019 \*\*\* 2,438 4.160 plates) ... " Tubes & pipes fit-... ... 150 tings-wrought... ,. Old, for re-manu-5,792 350 facture Other manufactures " 2,054 16 983 74.125 6,23,533 of iron, or steel .. 2,213

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# EXPORTS FROM BENGAL

Subment showing the quantity and value of Country goods exported to Foreign countries in each of the official years 1921-22, 1922-23 and 1923-24.

ARTICLES.		Quantity.		Value in rapees,			
	1921-22.	1922-23.	1923-24.	1921-22.	1922-23.	1923-24.	
Metals and Ores—(concld.) Lead, Pig cwts. Other sorts cwts. Manganese Ore tons Tio—	 115 234,081	1,720 2,230 365,385	1,400 4,334 381,290	5,319 57,70,018	22,360 37,66 83,38,058	19,600 67,50 1,00,76,169	
Unwrought, (blocks, ingots, bars and slabs) owts. Wrought (including plates or shoots not			4,372			41,57	
being tinned iron) owts.						***	
Wolfram Ore tons	1					•••	
Zine or spolter all sorts owts.		4,464	3,720	125	25,003	27,76	
Metals, unenumerated	1	352	3,719		13,219	1,28,73	
Ores (unenumerated) tons		64	1,055	20	2,322	33,80	
Mathinery and Mill-work of				7.298	27,859	82.43	
kilvay Plant and Rolling- stock				,,			
Materials for construction finding sleeners of		1					
wood) tons		1	35			8.00	
Other sorts		1	35		961	1,00	
benicals & chemical pro-		- 1					
parations (excluding che- zical manures and medi-		i			i		
tines)—							
Alum owts.	38	6	19	556	180 3,000	35 3,87	
Soda compounds	[19	69	94	4,635	1,000	10,00	
Borax	5,354	3.091	4,750	1,93,901	1,17,920	1,69,30	
Other sorts Potassium compounds	1,342	501	7	23,042	3,220	1,01	
Saltpetre	220,486	194.856	145,719	38,57,198	33,51,523	24,59,50	
Other sorte	6	10	1 1	595	1,110	12	
Other sorts of chemicals Deegs and medicines, &c. —				62,415	51,228	30,51	
Alces cw.fr.	2	11	16	115	1,000	56	
Assitetida	72	30	2	1,460	2,615	6	
Nuxvomica ,, Quinino Salta—	5,427	5,129	1,640	1 60,841	76,788	20,57	
Other serve 11	l i				1		
Chinchona bark ,,				:::	224		
Opium	58	26	1	723	2,44,87,383	2,66,30,6	
Other sorts of deves and	8,937	8,848	9,042	2,05,38,975	2,94,01,000		
medicines Tobacco-		1		6,37,816	4,59,033	11,31,2	
Usmanufactured Hzs.	2,416,209	3,623,572	9,882,261	4,43,218	12,12,873	13,51,6	
Cigana	1,222	6,166	2,474	1.595	7,152	3,9	
Other cost	3,813	2,069	390	3,047	2,882	- 4	
	233,521	387,548	384,880	42,492	1,39,800	53,8	
	1			1	1		
Osteh & Gambier cwts. Indigo	1,013	3,565	7,246	25,123	76,449	1,45,8	
	6,340	2,180	3,316	32,71,327	9,70,590	11,63,1 38,89,9	
Jronatining	651,911	7,61,612	660,336	31,91,483	41,68,982	69,000	

		Indian	Produce a	nd Manufac	stures.		
ARTICLES.	-	Quantity.		Value-in rapees,			
4.434	1921-22.	1922-23.	1923-24.	1921-22.	1922-23.	1923-24.	
Dyeing & Tanning Substances— (contd.)							
Myrobolans Extract ewis.	39,944	60.888	62.344	4.88,914	8,34,069	8,40,781	
Safllower ,,	1,537	1,385		23,022	35,643	85,089	
Turmerie ,, Other sorts (including	4,490	8,902	2,557	71,522	1,74,260	1,09,019	
	4,319	5.070	4,407	40.108	43,751	35,746	
Oils—	4,510	0,070	4,407	40.105	90,101	10,749	
Animal gals					i		
Sandal wood oil	606	488	357	1.44.784	74,259		
Other sorts ,, Mineral—	454	. 223	128	28.316	3,301	2,200	
Karasana	-				1 .	1	
Other kinds	985	3.888	2,434	4.246	6.547	8,321	
Paraffin Wax tons	856	1,301	1,415				
Vegetable, non-essential-	1	1,000	1,410	a,00,040	1,,	1 .,.,	
Castor gals		180.728	232,006	2,77,244	4,09,721		
Cocoanut ,	13,437	15,058				23,267 39,942	
Lincond	15,039	10.290					
Mustard or rape	38,433 301,640	29,293					
Til or ginjelly	290	418,757	459,324 370				
Other sorts	3,800	1.017	2,925				
Oil Cakes-	7,110	1,011	2,020	42,700	1		
Castor cake tons Cocoanut cake (Panac)							
			- 11	12		1,350	
	2.489				1 03.110	86,811	
Linseed cake	5,983		796	2.81.354			
Rape and til cake	21,535	6,118 45,469		7,56,904 21,66,916			
Others	1.160	2.277	2,057	1.17.268			
Raw Materials—	1	2,277	2,007	1,17,200	2,00,101	1	
Canes and Rattons cwts		757	1,302	8,53 584	4,89,264		
Rubber—	51	69	69	1,326	4,223	1,97	
Raw lbs.	1				i	9,750	
Manufactures			97'440		5,550		
Coal, Coke, and Patent fuel-				3,855	1 0,000		
Coal tons	111,537	97.611	131,559	14,66,151	14,72,596	21,99,88	
Dotont fuel	1,026	262	29	41,362			
Coir—		***	١		- 10		
Unmanufactured tons	. 23			İ		2.40	
Manufactured (ex rone)	252	22 336	11 90	4,047	4,027 89,081		
Coral lbs	336	412	90	31,234 2,000			
Cotton—(see also page 271) Raw ton				,	1		
Waste ton			6,691	3,70,11,104	2,08,22,293	96,72,09	
Kapok		- 6,179	811	***	93,420	30,51	
Feathers 1be	4,420		16,767	2,08,522	7,61,635	11,95,07	
Flax, raw (see also nace 971)	5,824	7,840	672	***	3,500	1	
Fodder, bran and pollards (ex-	0,023	18,928		2,302	14,085	1	
cluding Oilcake)— Bran and pollards(all sorts) ton	1						
Ricemenka),,, cwts			6,613	2,02,751	4,52,470	5,52,431	
Other sorts (a)				1,365			
Gums and Resins-	18,327	,		1,88,284			
Arabie ewts	100	20			440	2.010	
Benjamin "	4	20 32	99 23	2,274			
				200			

# EXFORTS FROM BENGAL FOREIGN TRADE.

Subment showing the quantity and value of Country goods exported to Foreign countries in each of the official years 1921-22, 1922-23 and 1923-24.

		tures.					
ARTICLES.	Quantity.			Value in rupees.			
Agricus.	1921-22.	1922-23.	1923-24.	1921-22.	1922-23.	1923-24	
ms and Resins-contil.				2.704	1,80,469	25.2	
	129	20,667	3,163	2,704		1:	
Olihanum or Frankincense	19	6	59	556	415	4,4	
Other sorts					36,67,678	51,74,5	
emp (chiefly Saun)— Raw ewts.	197.412	269,487	342,228	26.93,313	30,07,070	01,74,0	
Manufactures (exclud-				10,249	1,400	2,1	
ing cordage)	***	1					
des and Skins, raw— Hides, raw—			3,770	5,43,235	14,50,206	32 07.5	
Reffalo tons	987		10.766	1,35,62,054	1,68,60,137	2,32,02,0	
Corr	18,52i		) 3	61,000	01,010		
Buffalo Calf skins ,	5	1 29	40		31,478 3 060		
Other hides		4					
Skins, raw	9.79	.7,514	7.32	2,39 05,220	1,59,34,354	2,15,24,	
Goat skins tons	9.79		30	32.271	13,610	21,	
Sheep skins st Other skins st		il :	10	36,771	61,989		
Cattings of hides and	1	72	86	92,190	1,05,975	1,03	
skins, raw	88	1	1			7.04	
Homs, Tips & pieces of Horn and Hornmeal cwts	47,31	0 63,79	62,40	7,19,32	8,18,150	1 1,00	
ather—		1	1	1		1 .	
Hides, tanned or dressed-	1	1 .		1 2,47	0 4,045	3,90	
Buffelo tons	''' 1	1 3		4 27,07 1,95	6 43,72 0 5,06		
Cow.Calf Skins	1	i!	2	1,00	72	ŏ	
Other hides						١.	
Skins dressed or tanned— Goat	1 .			1 1.80	0 6 8,42		
Sheep ,,		2		16.32 2.60		1 1	
Other skins			a " 11		5 2,30,03	1 3,2	
Unwrought ,. Manufactures (excluding	1 3	13 8	"			1	
hoots and shoes)—		ì		2.61	5	1 .	
Saddlery and harness	.			10,17			
Other sorts	.			1	1 .	ه اما	
- Unmanufactured Its	3,9	31 1,0	38 5,4	91 35,68 1,0			
Manufactured				1,0		1	
ate-(see also page 271) Raw hal	es 2,613,9	90 3.223.6	3,691,6	09 14,02,29,0	22,43,60,1	93 19,97	
Raw bal ac-(see also]page 272)	es 2,613,9	-0			39 8,70,1	85 30.8	
Seed owt	8, 1.4						
Stick "	8	02 2,8	82 1,0			L	
Bones (all sorts) tor	37.6	89 28.4	15 46,0	87 44,90,5	78 33,55,2		
Fith mano		20	69 5,0	64 6,25,0	27 5.35.9	91 12	
· Sulphate of amounts	2.0			80 1.95,4	50  + 2.51.9	65	
Other kinds	1,8 21,3			64 : 55,47,2	42 58,60,9 34 3.5		
Plants living in at 1 1 1	(8.) 21,-			2,8	634 - 552	102	
raper-making materials-	1	1				- 1	
Other work		163		2,1		-	
Rhea, Ramie or China Grass ,	'		1	65		.	
	'   '''						
Seeds—Resontial—		38	25	23 12,7		343	
Aniserd		00	39	33 41.		17 5	
Coriandor	1,	964 2,0	129 2,	579 4,54,5	~~ 0,40%	1	

# EXPORTS FROM BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Country goods exported to Foreign countries in each of the official years 1921-22, 1922-23 and 1922 of

		Indian Produce and Manufactures.								
ARTICLES.		Quantity.		Value in rupee.						
	1921-22,	1922-23.	1923-24.	1921-22.	1922-23,	1923-24.				
Seeds-(concld.)										
Cummin (other than				1	1 1					
Cummin, black ,	91 134		152			1,66.3				
Fennel	8	200	202		2.05,467	1,45,3				
Fenugreek	50		139	4,309 14,411	2.928					
Other sorts "	2	'-	1	1 031	20,690	27,1: 6:				
Non-essential— Caster tens	907				1 1	- 0				
Copra or coconnut	507	1,096	1,634	1,75,580	2,31,992	4.34.78				
kernel "				204	[					
Linseed	119,846	158,400	218.872	2.86 24 637	4,23,67,073	E 50 07 11				
Mowa or Mowra " Mustard	1	180		250	28,096	5,59,07,47				
Niger	118	171	290	32,458	43,367	70,7				
Poppy "	1.117	100				***				
Rapo	2.491	123 3,569	1,053 29,629	3,58,223 5,85,788		2,78,80				
Til or ginjelly ,,	184	303	196	41,920	8,30,880 79,586	65,07 46 50,63				
Ground-nut ,,	·	20	14	31,020	6,600	4,03				
Tea "	190 19	634	1,149	12,247	58,344	88,03				
Other sorts "	10	12	51 149	77,113	53,973	2,05,29				
Other than oil-		7	149		1,130	19,39				
Shells and Cowries "	9]	8	1,760	2 986	1,895	3,52,49				
Cowries ewts.	.:1				1,000	0,02,10				
Shells (all sorts)	15 170	163	53	200	3,582	1,94				
Tortoise Shell the	****	68 161	23	6,513	2,318	2,393				
Siik—		101			1,500	***				
Mulberry silk, ex- eluding tassar and			1							
other wild silk—	1	- 1	- I	1	- 1					
Raw lbs.	20,305	41.040	51 510							
Chussum or waste "	271,178	41,043 408,959	51,510 284,053	3,82,865 2,40,130	5,80,570	10,76,75 3,18,23				
Cocoons Wild silk, tassar, munga,	14,342	18,478	58,128	21,772	3,98,040 27,477	97,21				
eric and others	i	,.,.	,	21,112	21,111	01,21				
Raw II.	12	- 1	- 1	- 1						
Chasam or Waste "	4,200	4.032	19,202	90	***	******				
Cocoons "	25,096	4,070	6,034	4,200 35,350	5,000 6,020	17,18° 5,03				
Piece-goods yds.		1,010	0,004	30,300	0,020	0,000				
Goods of sill	24,228	30,164	140,496	46,235	56,511	2,68,379				
mixed with other	1	- 1								
materials Thread for sewing	18,718	18,430	15,041	30,097	26,444	14,914				
		86	10,041		1,600	14,014				
pecimens illustrative			25		1,000	511				
of Natural Science		- 1	- 1	-						
stone & Marble tons	2			24,850	6,044	4,000 532				
'allow & stearine (in- cluding grease, etc.) cwts.	1		11	393	147	932				
Vax of all kinds other	3,524	4,54]	6.093	1,73,010	2,58,738	3,09,280				
than paratine way	- 1	. ]	-,,,,,,	1,10,010	2,00,100	0,111,111				
(excluding english)	4.285	1.000		- 1	1					
ood and Timber—	. 1	1,622	1,223	4,53,107	1,68,907	1,12,506				
Other timber	137	15	473	20,115	3,464	99,071				
Firewood	220	78	350	38,257	3,464 12,516	45,646				
rnamental					12,010					
Sandal tone	11	,	- 1	J.						
Other kinds	**	1	2	20,569	23,993	16,778 3,800				

#### EXPORTS FROM BENGAL.

FOREIGN TRADE,

Molement showing the quantity and value of Country goods exported to Foreign countries in each of the official years 1921-22, 1922-23 and 1923-24.

	Indian Produce and Manufactures.										
ARTICLES		Quantity.		V	alue in rup	ous.					
	1921-22.	1922-23.	1923-24.	1921-22.	1922-23.	1923-24,					
(mamental-(concld.)-											
Binifactures of wood other than furniture &				'							
esbinetware	[ ]			52,782	52,662	18,895					
ll'ml—											
Raw Ibs. Mynefactures—	18,694	41,474	752,060	11,100	30,467	4,48,715					
Piece-goods yels.	674	266	495	2,995	540	395					
Shavis No.	890	363	395	8,270	3,330	4,057					
Carpets and Rugs Ibs. Other sorts	1,266,416 8,248	1.985,556 59,363	1,497,038		44,95.254	33,79,069					
Other textiles (row owts.	709	59,363 721	1,035 641	5,433 10,804	48,173 9,455	1,626 10,250					
Articles manufactured and		121	041	10,004	3,400	10,200					
partly manufactured	1 1										
Otton—(see also page 268) Twist and yarn Uss.	1000000										
Piece-goods—	1,075,584	299,576	254,404	10,05,723	3,47,357	2,32,032					
Grey (unbleached) vels.	164,640	149,566	73,404	82,381	73,800	44,947					
White (bleached)	41,999	8,440	27,474	22,681	6,227	12,560					
Coloured, printed or dyed (all sorts) yels.	104.00										
Handkerchiefs and	194,295	308,310	169,182	. 1,41,341	2,37,504	1,43,602					
Shawls in the piece No.	168,696	220,898	312,632	25,609	38,969	49,598					
Canvas vels.		400	l l		1,200						
Thread, sewing Ibs. Hostery No.	178	784	625		2,000	850					
Other sorts U.o.	24,262	26,758	114,187	600 13,611	2,385	465 93,926					
First-(see also name 268)	24,2112	20,798	114,187	13,011	31,958	98,920					
Manufactures					- 1						
Bags and Sacks No.					1						
Other sorts 11	353 13,063	770 5,418	180 22,624	882	1,522	441					
rate-free also name 960)	10,000	0,418	22,024	8,930	12,839	15,521					
Manufactures-	1			1							
Gunny-bags No. Gunny-cloth vds	385,649,313	341,757,199	411,565,025	13,86,52,195	15,82,48,715	18,05,79,404					
Bone and twine	1,120,032,435 47,109	1,251,211,546	1,347,471,748	15,91,68,441	24,24,18,231	23,71,31,169					
	1,876,173	62,000 3,507,276	69,605 5,344,937	9,12,995 4,07,529	11,33,279 9,11,159	18,28,803 16,12,645					
Other transfer yds.	4,000		11,173	4,000		12,970					
Agrerel (including almost	291	1,271	1,392	9,213	55,064	42,767					
					J.						
Boots and ab-			i i	12,57,404	14,96,512	17,50,705					
	30,027	72,322	57,038		2,82,626	1,85,342					
Other Articles-				9,897	35,856	6,065					
					i						
Art, works - "			1	/	1	10,095					
				6,320	3,725	4,662					
					95	1,275					
charter Brane and	1										
Building and Engineer-	185	608	340	63,836	1,16,561	65,745					
ing Materials-	Į į				ļ						
Brinks	19,600	10.176	42,426	3.920	1,688	5,935					
Ch. ii	10,000	10,176	92,920	'	800						
Chalk and Lime cwis. Figes of earthen	642	. 306	557	6,246	1,678	3,091					
Ware					618						
Other kinds "	837	181 1,423	1,623	6,284	10,598	10,915					
Furniture and Cabi-	537	1,428	1,023								
				PT DEFT	19 763	14,50S					

<sup>\*</sup> Shown under "Earthenware & porcelain

# EXPORTS FROM BENGAL. FOREIGN TRADE:

Statement showing the quantity and value of Country goods exported to Foreign countries in each of the official years 1921-22, 1922-23 and 1923-24.

		Indian Produce and Manufactures.									
ARTICLES.		Quantity.			alue in ru	ces.					
	1921-22.	1022-23.	1923-24.	1921-22	1922-23	1923-24					
Building and Engineering				-		1020-24					
Materials—contd. Candles of all kinds lbs.	770	1,325			10.						
Carriages and carts (excluding	110	1,828	1,74	0 1,219	2 1,57	1,978					
railway carriages) No. Parts of carriages and					l	1					
carts				1	1						
Cordage and Rope of Vege-				1	""	441					
inte and cotton) ewts:	21,252	20,738	28,970	Commi							
Barhenware and Porcelain (ex-	,	0.7100	20,010	6,37,71:	6,07,44	9,01,98					
eluding pipes of earthenware) Pipes of earthenware ewts.	***			26,682	6,27						
Fibre for brushes & brooms tons.			18		***	30:					
Glass & Glassware				4.611	86,24	2,000					
Instruments, Apparatus, &c.— Musical		1		1 00 00	1	]					
Jadestone owth				1,37,074	1,48,02						
Jadestone cwts. Jewellery and plate of gold and			23		2,014	4 000					
silver, etc.—				ŀ							
Jewellery Plate of gold and silver				6,408	1,300	9.093					
Precious stones and pearls unset					3,000						
liac—see also page 269)				750	18,000						
U.Shell ewis.	10,724	18,387	16,862	23,43,788	46,73,788	38,45,64					
Other kinds (excluding	379,906	383,336	397,110	7,54,91,087	0,27,85,988	8,06,89,12					
lacdye) ,, Lacquered-ware Indian	41,560	66,603	5 ,754	8,43,876	37.97.887	27,69,423					
.' manufacture)	1										
Mats and Matting except (coir and caoutchoue) sq. yds.											
Paints and Painters' Materials -	25,521	31,300	38,679	8,079	17,318	24,540					
Panits and Colours											
Graphite owts.	3,243	3.116			45						
Painters' Materials	3,243	3,110	7,447	83,627 572	74,764	1,21,600 2,700					
Paper and Pasteboard- Printing paper owts.	1			012	2,028	-,,,,,					
Other kinds of paper (in.	1	11		46	508						
cluding paper manu- factures)	Ī										
: Pasteboard, Millboard and	17	8	16	11,110	370	2,490					
Cardboard of all kinds owto	236	487	15	11,587	11.674	1,300					
Perfumery—(not being per- fumed spirits)		1		. 11,001	11.074	1,000					
Musk	1		105		1	5,870					
Other sorts Printing and Litho Materials	1		103	52,278	58,911	42,611					
Ships, parts of (including lann,				8,688	9,140	5,345					
ches and boats)	1										
Stationery (excluding parent	1,549	213	222	57,355	10,201	9,271					
	***		:::	19,579	11,384	19.714 67,758					
sols and sunshades				30,208	48,628						
Articles exported by post.	2,156	6,745	18,391	6,220	17,929	42,986 49,66,502					
Merchandise-	7.			1,45,20,681	61,83,387	49,00,002					
Manufactured			- 1			0.50 101					
Grand Total value of exports				1,07,254 2,42,123	91,119	3,56,121 5,22,970					
orana rotar value of exports					.17.02.08.257						

# COASTING TRADE.

contains from Indian ports into Calculla in each of the official years 1921-22, 1922-23 and 1923-24.

			Foreign M	Icrehandise		
Anticles,		Quantity.		Va	luo in rupec	.3.
	1921-22.	1922-23.	1923-24.	1921-22.	1922-23,	1923-24,
Aparel, (&c., &c.) Ouriges and carts (excluding				51,637	1,42,380	87,572
Bulkey carriages) and parts thereof Genicals and chemical pre-				10,54,248	5,89,510	4,19,685
pantions (excluding chemical maters and medicines)				1 61,033	45,356	63,341
Ostton— Cotton (raw)owts. Twist and yarn lbs. Wasteowts.	903,495	55 225,421 	106,320	12,49,774 	97,900 2,86,779 	1,16,484
Manufactures — Picce-goods — Gey (unbleached) yds. White (bleached) , Obured, printed or	618,820 1,181,518		400,618 21,330	3.08,896 6,88,969	307,396 15,424	1,76,931 8,280
dyed Handkerchiefs and Shawls	1,575,123	1,659,781	1,163,840		9,74,670	8,96,535
in the piece No. Other sorts of manufactures	13,448			2,754 1,87,770	11,16,363	4,32,296
Drugs & Medicines (excluding chemicals & narcotics)— Cumpker 1bs. Other sorts ,	55,060 	10,900	5,308	1,53,268 1,32,736	20,215 1,07,302	16,810 1,08,812
Byting & Tanning Substances — Alizarine dyes lbs, Aniline dyes ,, Other sorts cwts.	10,584 49,954 87	22,748 238,706 144	187.549 47	18,545 2,20,240 14,327	27,970 6,85,194 16,531	4,28,609 8,375
Fraits and Vegetables— Fraits and vegetables, fresh Dates tons Other sorts , ,	 857 441	 412 310	 264 220	6,395 4,00,572 5,29,560	296 2,03,759 3,30,847	1,20,384 1,35,602
Fix— Manufactures				19,000	19,094	1,350
Glass and Glass-ware— Bungles Bottles and phiate gross Other glass-ware Hatedashery and Millinery Hardware (including agricul-	4,354 	"4,433 …	 7,402 	15,650 41,442 10,830 1,14,460	42,576 51,204 39,668 85,551	22,800 89,666 2,513 38,008
warel meants and plated-				3,88,438	3,38,425	3,37,370
hatraments, apparatus and ap- planors and parts thereof Machinery and Millwork		:::		1,90.752 2,85,996	78,328 4,72,008	2,30,933 4,28,368
Brass, Bronzo and similar						
Unwrought owts.	427 3,537	684 1,869	3,426 408	17,100 1,69,730	26,752 89,064	1,35,048 15,928
	•	1				

			Foreign Me	rchandise.		
ARTICLES.		Quantity.		Va	lue in rupe	es.
	1921-22.	1922-23.	1923-24.	1921-22,	1922-23,	1923-24.
Metals and Ores-(coacld.)						
Copper—						
Old, for re-manufacture cwts.	2,134	1,372	2,491	1,03,301	69,670	1,27,0
Unwrought ,, Wrought ,,	1,480 113	218 269	769 486	94,700 8,984	18,970 15,105	40,16 23,5
		2011	100	0,009	10,100	20,0
Iron or Steel-				1		
Ore tons Pig ,,						
Fig "		15			600	
Manufactures-						
Old, for re-manufacture tons.	120	31	77	35,756	8,544	21,6
Angle, bolt and rod ,	25	9	1	10,565	5,269	2
Present Chemist	28 103		536	21,304	106	1,13,1
Wire ,	21	19 18	15	27,596 14,596	4,150 11,536	1,10,1
Hoops and strips	160	321	304	43,437	1,61,451	91,7
Nails, screws, rivets and			1			
Washers	270	82	20	1,43,585	41,248	16,9
Other manufactures of	422	174	42	2,14,416	45,267	20,4
iron or steel	380	148	487	2,40,269	60.490	2,37,1
Lead ewts.	24,203	29.961	46.245	4,33,888	7,74,379	
Tin ,,	2,223	3,806	353	2,93,718	4,60,359	52,3
Zine or spelter ,, Metals, unconnecated ,	2,877	3,869	2,131	68,730	1,05,869	52,8
Provisions and Oilman's stores	1,994	288	1,291	88,720	37,870	1,15,8
Railway plant and rolling-	1,566	829	1,460	1,51,876	56,822	1 58,6
stock	ł	1			6,337	1.2
Shells and cowries				1,04,417 45,018		
				40,010	01,00	
Spices— Betelnuts owts		[	!			6.9
Cardomono	L 213	28			1,750	18.0
Cloves "	4,885	4,548	3.716	5,31,011	4,98,248	
Pepper	1,000	169	3,710		4,718	1
Other sorts ,	1,110	57	28		1,550	2,2
Sugar-	1	1	ĺ			
16 Dutch standard and	1	i	ł	ł		
above tons	1 3	104	53	2,725	11,381	30,9
15 Dutch standard & below ,			"	2,,20		1
Tobacco (manufactured) Ibs.	01				00.00	1,02,0
" unmanufactured "	20237710				23,621	1,05,0
Wool— Manufactures—	1	1	)	ļ	1	l
	1	ļ	ſ			01.00
Other sorte	50,000	120,467	13,220	1,58,008	1,68,940	61,9 8
				2,942	9,498	1 "
All other articles of merchan-	4	1		1 .	1	
II nonnufactured	1			l		
Manufactured				4,14,408	1,33,364	1,74,53
				6,82,447	6,12,688	
Total Merchandise	7				00.01.701	76,33,36
	1			1,17,53,515	96,01,701	Idon

### COASTING TRADE. IMPORTS.

Sidement showing the quantity and value of Country goods imported coastwise from Indian ports into Calculta in each of the official years 1921-22, 1922-23 and 1923-24.

		India	ın Produce	and Manufe	etures.	-
Augicles.		Quantity.		Va	luc in rupe	28.
	1921-22.	1922-23.	1923-24,	1921-22.	1922-23.	1923-24.
Animals living No. Building and Engineering	529	416	250	59,184	1,27,864	38,315
materials, &c.,	1,585,036	1,758,300	18,843,022	5,63,328	71,325 7,99,563	1,94,050 8,59,522
minures and medicines)				2,27,214	1,69,404	2,90,666
Unmanufactured tons Manufactures of tex-	9	1	1	1,975	363	213
cluding rope) ,, Cordage and rope of vege-	6,105	6,225	7,784	26,02,396	26,86,397	33,83,883
table fibre (ex jute)	371	. 20		20,396	300	
Cotton— Raw tons	4.107	4,579	4.747	43,91,746	59,39,460	69,91,592
Waste ewts. Twist and yarn lbs.	1,340	983 14,597,940	2,032	56,210	81,125 1,72,67,117	90,700
Manufactures-	14,200,201	14,001,010	10,100,000	1,00,00,000	1,72,07,117	2,34,12,700
Piece-goods— Grey (unbleached) yds.	99.356.508	111.610.369	178,517,942	5.11.84.792	5,80,69,455	0.06.68.197
White (bleached) ,, Coloured, printed ordyed	351,420 8,393,776	94,240	227,178	1,86,326	77,638	1,06,524
Handkerchiefs and			15,341,745	37,58,170		
Shawls in the piece No. Other sorts of manufactures	59,410	12,800	12,300	1,43,650 13,81,152	47,800 8,47,221	9,800 12,72,790
longs, Medicines and Narcotics				10,01,102	0,47,221	12,72,780
Drags and Medicines (exclud- ing chemicals and narcotics)						
10hacco-				1,14,747	1,02,444	1,35,483
Unmanufactured lbs.	3,758,984	2,238,375	482,158	4,98,565	.,,	1,44,416
Cigars	96,924 1,191	97,925 117	107,825 48,254	1,62,220	1,66,929	1,91,158 2,47,198
Other sorte	15,930	12,788	62,662	12,365	6,190	26,195
Dycing & Tanning substances— Ontch owts	23,927	25,743	27,497	8,67,921	8,30,655	9,63,705
Turmerie ,,	2,948	7,357	32,217	12,590	1,60,205	11,48,174
Indigo Other sorts (including	76	10	11	21,233	2,663	2,381
Fruits and Vegetables	6,022	4,679	4,436	70,293	43,326	45,687
Coccanuts No.	291,178	151,679	352,340	19,225	9,003	23,574
copra tono	113	181	352	48,197	76,847	141,509
Other sorts Vegetables, fresh of all kinds				1.930	13,420	41,163
				25,95,854	32,60,972	28,02,617
Grain and Pulse tons	55	84	104	47,515	50,134	41,745
Jonar and Bains tons	376 196	1,309	265 42	84,296 36,092	2,32,762	
Rice in the buelt (modeled	879	2,858	9,486	1,02,678	2,85,382	4,546 7,30,753
Pulse in the husk,	188,689	62,911	30,407	2.89,21,120	96,14,322	40.23.937
Wheat.	5,669 29	1,002 146	4,333	8,98,082 4,848	1,78,626 30,800	
Other sorts "	11,407	5,439	690	13,21,253	6,13,815	80,259

Statement showing the quantity and value of Country goods imported coastwise from Indian ports into Calcutta in each of the official years 1921-22, 1922-23 and 1923-24.

		India	n Produce	and Manufa	etures.	
ARTICLES.		Quantity.		V	alue in rup	ces.
	1921-22.	1922-23.	1923-24.	1921-22.	1922-23.	1923-24
Gums and resins cwts. Hardware and Cutlery (inclu- ding agricultural imple-	13,695	13,64	15,16	3,36,00	3,19,752	3,44,8
ments and plated-ware) Hides and Skins, raw-				3,03,690	1,34,635	2,00,9
Buffalo hides tons Cow hides ,, Other hides ,,	29 12	1		11,570	13,850	
Goat skins, Other skins, Jute	S		2	9,758	2,950	2,4
Manufactures (ex-cordage) Lac-	557		980	1,11,640 18,629	3,17,297 57,695	1,81,75 55,05
Other kinds (except lac-	51,787	55,00	63,785	48,38,339	55,65,075	61,83,66
dye) ,,,	1,446	1,335	160	1,70,037	1,91,567	14,25
Ale, Beer & Porter gals, Other sorts ", Manures tons Metals and Ores	1,005 2,320		 45 615		 567	 59,85
Brass, Bronze and similar amalgams— Unwrought ewts. Wrought ,,	2 139	556 123	512 111	60 7,545	22,965 5,380	20,01 6,32
Copper— , "" Wrought , ", Iron—	653	104	695	33,188	5,910	41,69
Wrought tons Other sorts ,,	75	1	89	7,850	770	19,90
Unwrought (block) cwts. Wrought including plates	48	100	2,712	6,720	15,000	4,21,88
and sheets Unenumerated Oils— Animal gale	1,937	356	2,162	73,119	18,465	13 91,65
Essential " Mineral— " Reveius & Patral	:::		:::	:::	:::	***
Benzol & other motor spirits	7,145,807 979,440	3,723,611	3,998,762	1,23,35,472	58,93,124 23,28,171	74,32,75
Lubricating "" Other kinds ""	47,494,878 884,956 8,324,972	50,209,528 909,745 3,553,042	47,933,745 2,097,519 2,720,958	16,65,156 2,76,55,997 20,44,089 27,67,216	2,67,65,036 2 17,62,606 26,50,116	68,80,58 24,51,99 22,19,355
Vegetable, non-essential— Castor gals Cocoanut		210	2,120,000	21,01,210	190	22,10,00
Ground-nut	2,552,671 4 35,749	2,626,346 124 2,345	2,310,379 325 42,700	72,68,571	69,65,247 400 7,805	61,13,041 938 1,26,393
Other sorts	129 1,261	23,046	1,344	90,464		4,616 8,465
Paraffin wax tons	189,301 79	150,276 16	3,140 188,967 33	2,437 1,89,833 65,237	37,382 1,72,705 11,760	2,42,167 11,131

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# COASTING TRADE. IMPORTS.

Solement showing the quantity and value of Foreign goods imported costsniss from Indian ports into Calcutta in each of the official years 1921-22, 1922-23 and 1923-24.

Astricias.    Quantity   Value in representation   1921-22   1922-23   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-24   1923-				India	n Produce a	and Manufa	ctures.	
Particular and Olimun's storest-	ARTICLES.			Quantity,		V	due in rupe	es.
Enter   Section   Sectio			1921-22.	1922-23.	1923-24.	1921-22.	1922-23.	1923-24.
Enter   Section   Sectio	Berisians and Oilman's	stores-						
Fishers and short kins	Retter	owta-						
Ches		fins .,	4			480		
Profession   100   103   9   788   5,666   105   15,535				351	957	51 000	00.071	
Beautoclocked	Dried fish (salted)	,,						23,314
Chesing   Company   Comp	Bo. (unsalted)	,,	2,022	1,029	1,471	53,402	11,831	30,832
Weber alespers (1994)  When selected in	Other sorts of provision	ons ,	2,601	3,681	4,074	1,25,668	1,65,923	2,46,756
Chesnotes	Wasten sleeners	tons.	44.948	23 482	10 934	40 44 125	86 91 459	15.02.010
Sea	Other sorts				10,501			
Semi-potential		tons	37,872	42,838	9,619	20,27,034		8,72,406
Color		tuma					0.00	
Commit   S50   2   3   56,860   2,200   3,401   3,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,200   7,20					11	61 109	92.780	3 150
Frame		19	89	2	3	56,480	2,567	2,520
Other sorts					96		4,440	18,265
Variable non-exential—				40	01		12,650	
Delicar	Vegetable non-essential	- "		209	21		10,020	7,210
Immeel		tons.						
Mentard	Littor			248		40	46,376	
Section   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,	Mustard				149		10.075	20 000
To graphic	Niger						10,510	
	Kupe Til om min to V			. 50			11,235	17,639
December 1	- Ground-nut.					10 70 500	1.01.000	
Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation of   Separation o	Other sorts			1,247		19,16,526	90,600	
Biddouts	Steps, parts of							
Continues	Retel-parts						1	
Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Sect	Cordamous		879		1,330	37,334		47,674
School	Ginger		9,710	3 951	1,395	8,10,611		30.610
10,285   10,425   1,599   2,85,262   3,65,34   49,170				85,339	49,100		24,30,199	14,54,087
Supple   Date   Standard   Supple   S	Otker seet v		10,383		1,599	2,85,302	3,65,134	49,170
1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,00	ergar, 16 Dutch stand	ard "	107	100	27	24,602	2,415	2,385
10			1 194	1.670	1 497	9 12 050	8.36.974	5.89,763
56,   State     105,   100,   450   61,752   650,   561   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   650,   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752   61,752	sad below	ard			-,			
10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   10,400   1	Yen, Black	100			1,046	2,71,725	1,71,890	2,24,465
Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Section   Sect	Do. Green		109,490		559,561	45,505	43,661	4 938
Tall would like the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the c	thought of all kinds of	her		400	0,040		100	2,000
Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Commencial   Com	Wood and Timbur	. cwts.	965	438	828	39,428	13,437	29,261
11,250   22,256   17,452   27,06,123   36,4155   24,10,883		c. tons	F1.00F	50 500			1 10 70 014	1 05 41 488
Manufacture (where them fur- silver and exhibits wave)				92,000	17 540	07.60.120	36 41 559	24.10.883
	Manufactures ( c)						68,818	
Exer         1br.         14,428         100         0.160         1.75           Manufactures         17,518         1,348         31,975           Other Nucleibers         1,34,070         800           Section of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t	niture and cabinet	han lur-				1		20 904
Manufactures   10.   14,428   106   1,150   1,154   31,975     Manufactures   1.   1,20,750   890     Manufactures   1,30,750   890     Manufactures   1,30,750   890     Manufactures   2,85,633   1,93,872   6,12,802     Manufactured   2,85,633   1,93,872   6,12,802   6,12,802     Manufactured   2,85,633   1,93,872   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802   6,12,802			]			39,987	10,063	20,001
17,518   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   17,618   1	Manufactor	lbs.	14,428	)	106	6,150		
1,30,500   800   1,30,500   800   1,30,500   36,631   5,644   23,574   1,30,500   36,631   5,644   23,574   1,30,500   36,631   1,93,72   5,12,502   1,30,500   3,31,633   1,30,572   5,12,502   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,500   3,31,633   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,30,572   1,3	Other Textiles.	33					1,348	31,975
\$\text{at other articles-} \\ \text{Jacobs} \\ \text{36,631} \\ \text{6,644} \\ \text{23,874} \\ \text{Unumulactured} \\ \text{Unumulactured} \\ \text{Jacobs} \\ \text{277,901} \\ \text{3,91,000} \\ \text{6,3643} \\ \text{3,9100} \\ \text{6,9100}   \\ \text{6,910000} \\ \text{6,9100000} \\ 6,91000000000000000000000000000000000000				ļ		1.00.5	gnn	
Unimonificatived   2, SS, GG3   1,09,872   6,12,892   Manufactured   2,77,091   3,91,006   6,36,433   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000	All other and							23,874
2,88,083 3,91,096 6,30,433								
7074	Manufactured			***		2,88,033	1,99,872	6 36 422
TOTAL 90.71.38.410 18.75.73,230 19.91,16,490						2,77,991		
	Total	ь				20,71,38,410	18,75,33,230	19,91,16,490

### Foreign Merchandise. Value in rupees. Quantity. ARTICLES. 1923-24. 1921-22. 1922-23. 1923-24. 1921-22. 1922-23. Apparel (including haberdash-ery, millinery, etc., but excluding hosiery) ... Books and printed matter (including maps and 4.52.528 2.03,283 1,56,710 ... cwts. 4,76,898 1,46,527 1,76,011 21,540 charts) ... Boots and Shoes 587 1,966 charts) ... cwts. Boots and Shoes ... prs. Carriages and carts (exrallway carriages and parts thereof) Chemicals and chemical preparations (except chemical 5,104 3,260 7.287 30,95,328 13,60,534 10,36,000 tions (except chemics manures and medicines) ... 2,85,682 60,341 30,055 Cotton-Raw Waste Twist and yarn 2,470,811 1,561,308 1,077,783 37,58,653 22,79,166 17,94,512 Manufactures-Piece-goods-22,70,217 20,02,246 24,13,450 10,89,679 4,96,193 6,51,711 Grey (unbleached) ... yds. -White (bleached) ... , 4,843,393 4,369,467 5,598,232 1,193,047 White (bleached) ... ,, Coloured printed or 1,851,877 937,246 25,62,562 1,64,224 17 10 024 dyed ... Other sorts 3,675,226 2,275,641 1,861,929 1,02,002 1,83,176 Drugs and Medicines (excluding chemicals) and narcotics ... 4,23,003 3,70,145 95,016 92,604 5,17,522 1,04,785 Flax manufactures .... Haberdashery and millinery .... ... 2,11,972 1,66,725 ... Narcotics-Tobacco-Manufactured-1,30,325 Cigarettes Other sorts 50,225 4,00,600 2,77,496 5,552 8,493 1,79,041 1,033 3,179 9 665 Glass and Glassware ... Hardware (including agri-1,81,184 1,40,339 ultural implements and plated ware) ... 13,67,915 14,99,773 15,11,993 Instruments, apparatus and appliances, and parts thereof ... 4,13,779 5,67,676 4,55,175 Liquors— Spirits ... gals. Other sorts of liquors Machinery and millwork Gross of boxes 3,92,951 1,50,737 3,41,721 1,10,065 2,04,996 80,182 5,06,208 17,397 10,379 7,732 14,002 16,450 1,39,890 ... Gross of boxes 112,255 103,156 53,700 2,60,929 2,96,708 Motals and Ores-Brass, Bronze and similar 48,810 37,215 amalgams ... cwts. 63,300 Copper ... Iron or Steel Lead ... 2,09,829 8,55,140 3,864 11,918 1,14,015 4.96,760 66,737 14,607 2,639 2,725 112 1,520 1,577 4,340 858 1,153 5,531 3,207 3,47,606 1,35,288 17,213 ... cwts Quicksilver

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### COASTING TRADE.

EXPORTS.

Subment showing the quantity and value of Country goods exported coastwise in Iudian ports from Calcutta in each of the official years 1921-22 193-23, and 1923-24.

			Foreign Me	rchandise.		
1		Quantity.	- 1	Val	ue in rupee	8.
Astrocies.    1921-92   1922-93.	1923-24.	1921-22.	1922-23.	1923-24.		
	249	1,338	5 37 3,441	94,135 14,268 37,880	2,978 37,888 9,485	150 1,886 5,633
Olle- Nineral- Kerosene gals. Other kinds ; Other surts of oil ;	16,526	248 15,144 398	45 18,402 171	596 51,425 11,476	360 44,943 4,301	76 36,981 1,146
Prints and colours including minters' materials				1,37,464	79,561	95,596
Paper and Pasteboard				2,63,452	1,30,772	50,15
	4,231	2,210	3,105	5,07,885	2,28,417	2,06,56
	979	1,368		83,082 53,044	54,802 96,814	34,76 1,26,56
			:::	'	2,966	6,36
15 Dutch standard and		1			1 .	1
Wool (mw) lbs.		32,34	4,55		13,095	2,50
Manufactures— Picce-goods yds. Shawls pcs. Other sorts lbs. Other textiles (manu-			) '	1	1	500
factures)						
All other articles of mer- thandise— Unmanufactured  Manufactured		:::		62,328 8,13,269	29,396 8,75,53	54,20 8,73,79
			1			
TOTAL.				2,62,96,82	1,85,20,78	1,66,54,7

1922-23, and 1923-24.				,	yours 1	021-22.
		India	Produce a	nd Manufa	ctures.	
Articles.		Quantity.		V	alue in rupe	)B.
. 2012	1921-22.	1922-23.	1923-24.	1921-22,	1922-23.	1923-24.
Animals, living— Cattle (ex. sheep & goats) No.	1,863	3,408	2,745	3,14,731	4,96,696	3,86,50
. Horses ,, Sheep and goats ,, Other kinds ,, Apparel (including dranery.	27 12,543 9	65 11,942 37	28 4,875 153	21,550 2,20,703	28,156 2,07,018	14,72 93,16 1,54
Apparel (including drapery, haberdashery, millinery, etc., but excluding hosiery) Boots and Shoes prs.	189,569	223,778	188,081	2,16,963		2,69,78
Building and engineering mate- rials, other than of iron, steel or wood		220,110	100,001	7,46,623 2,98,004		
Chemicals and chemical prepara- tions (ex chemical manures and medicines)—		···		2,08,004	1,66,266	2,04,18
Khari salt ewts. Saltpetre	777 3,912 48	6,702 2,530 112	6,642 1,648 112	3,430 78,432 1,416	44,780 3,562	29,50 3,00
Coal tons Coke and patent fuel , Cordage and Rone of	1,282,211 17,642	812,136 17,912	936,504 22,366	1,86,302 1,83,07,684 4,65,167	1,26,11,304	1,79,38 1,57,15,90 5,11,90
Vegetable Fibre (exclud- ing jute and cotton)ewts. Cotton —	20,761	20,210	20,360	8,34,416	7,77,987	8,27,2
Raw tons Waste ewts. Twist & yarn (all kinds) lbs. Manufactures— Picce-goods—	13 325 9,907,414	182 1,702 7,246,271	53 6,518 4,176,234		39,987	1,14,30
Grey (unbleached)yds. White (bleached)yds. Coloured, printed or dyed, Handkerchiefs and	2,014,654 1,051,206 469,943	1,166,983 294,571 587,392	1,163,635 443,032 343,816	6,67,968	1,63,019	2,50,0
Shawls in the piece No. Other sorts Haberdashery and millinery	89,743	211,539	137,602	19,587 4,16,833	2,99,304	32,5 3,29,4
Drugs, Mc licines and Narcotics (excluding Chemicals)— Drugs and Medicines (ex-		***		36,460	20,373	10,9
oluding chemicals and Narcotics)				2,41,158	2,57,634	2,72,7
Tobacco— Unmanufactured lbs. Manufactured—	11,893,964	10,073,953	14,026,392	36,97,063	35,30,153	49,30,2
Cigars "," Cigarettes "," Other sorts "," Dyoing and Tanning substances	589 13,916 649,615	797 42,593 610,487	122 106,715 1,550,273	26,477	1,405 79,546 2,24,821	1,64,65 6,18,7
Gambierewts.	830 2	449 17	429 23	55,584 48		46,8
Myrobalans ,, Turmeric ,, Other sorts (including	50 522 485	39 121 254	55 191 38	23,559 3,598 7,671	16,671	16,89 1,26 1,16
lac-dyc) ,,	1,161	315	100		1	3.30

COASTING TRADE Statement showing the quantity and value of Country goods exported coastwise to Indian ports from Calcutta in each of the official years 1921-92, 1922-32 and 1923-24.

1922-23 and 1923-24			Indian	Prod	uce and	l Me	nufact	ires.			
			itity.						rapees		
ARTICLES.			2:23.	10-2	3-24	192	1.22.	1922	23	1923	21.
	1921-22.	102									* *
Padder, bran and pollard including hay and straw but excluding oil-cake tons.	318		1,886		2,897		33,771	- 1,9	5 352	2,5	18,842
Freits and Vegetables— Fresh fruits— Cocanuts No. Other sorts	2,307,85	3,	199,661	2,1	128,530 	1	,52,930 ,33,989 ,23,949	3,4 13,5	3,414 1,702 5,798	2, 20,	85,195 58,134 90,202
Vegetables, fresh (all kinds) Fruits and vegetables, dried,salted or preserved tons	79	В	320		627	2	,67,116	2,4	34,378		18,451
Grain, pulse and flour—	9,82		2,36 13		1,045	1 1	,76,158 ,03,860		07,266 31,985		40,995 4,238
Moseer Dhall Rice in the husk [pxddy) , Rice not in the husk , Wheat , Wheat flour ,	5,85 117,85 3,95 14,10 34,9	12 17 15	4,52 70,93 1,22 12,34 22,10	5 0 0	13,448 114,598 2,800 13,78 16,29	4	5,78,626 1,87,556 0,42,413 5,93,896 0,84,59 1,49,49	36	61,299 29,444 91,956 34,291 48,910 28,351	3:	2,81,201 4,00,053 95,157
Pulse ,, Oats ,, Jowar and Bajra ,, Barley ,, Other sorts ,, Hardware and Cutlery (ii	9	98 19 88 20	66	32	69 40 10	8	4,46 1,21,47 47,20	4 S; 1	57,016 39,78 4,04		3,971 66,199 17,710
eluding agricultural implements and plated- ware)	ts		***	35		10	12,93,3	10	1,41,06 83		3,48,928 1,625
, manufactures (excluding cordage)	ıg ,,										2,83,797
Hides and Skins— Hides, rawto	18.	568		71	1	69	4,56,2	19	1,04,0	101	43,625
,, dressed or tannedew Skins, rawto	ns.	14		40 13		28	8,7	20	31,3	86	48,020
,, dressed or tanned, or Leather—		.		44		375	2,60,	327	2,31,7	80	1,87,420
Unwrought t Nanufactures—	ons.	40		7			16,	180	15,5	46	9,580
Saddlery and harness Other sorts (except be	ots	1		1			84,	143	83,	130	92,27
and shoes) Jute—	"	. 50		304	1	. 068	11	770	1,13,	365	2,82,44
Manufactures of-	No. 65,30	6,334	65,24	,680	62,552	,533 501	2,44,94 40,28	4852 418	,78,05, 33,03,	933	2,81,62,31 58,10,96 23,97,2 1,97,19
Gunny-cloths Rope and Twine	yds. ewts.	4,188 3,763 1,863	14,45	3,489 9,267 9,270	80,420 82	719	14,18	,022	2,41	259	1,97,1

		India	Produce	and Manu	factures.	
Arricles.		Quantity.			Value in rm	anne .
	1921-22,	1922-23.	1923-24.	1921-22		1923-24
Manures tons Metals and Ores— Brass, Bronze and similar		374	17:	2	97,96	
amalgams— Wroughtewts.	5,382	6,583	5,09	0 6,33,85	9 7,32,21	5,80,11
Copper (wrought)	2,324	2,024	1,51	3,04,90	.,,	1,70,21
" Cast (Pig) " " Other sorts " Metals, unenumerated owts.	679 5 1,761	237  4,320	1,02	97,17 2,80	0 150	) 30
Oils			7,79	1	1 12,269	48,07
Mineral { Lubricating ',' Other kinds ','	40,000 28,558 431	86,729 105,479 2,115	152,836 24,499 3,290	78,40	8 2,21,710	52,40
Vegetable, non-essential— Castorgals, Castorgals, Linsced, Mustard or rape, Earth-met, Til or ginjelly, Other kinks of oil, Paints and colours (includ.	12,454 7,215 154,101 184,946 3,391 18 20,018 7,636	4,638 4,483 180,069 238,631 38,741 676 15,280 30,124	4,784 1,758 165,502 255,148 42,863 90 89,563 23,330	22,523 6,77,678 5.14.874	16,268 7,20,246 7,04,020 98,532 2,266 39,204	13,57 4,87 6,52,16
ing painters' materials}  Paper and Pasteboard				8,52,541	6,63,794	5,39,417
Printing paperowts. Writing paper and en- velopes	2,160	13,180	27,148	97,692	5,22,410	11,73,008
Other kinds of paper "," Pasteboard, millboard,&c. ", Provisions and Oilman's stores—	131 844 3	377 674 50	146 1,445 211	10,555 29,552 382	15,006 29,961 2,063	8,376 53,424 8,777
Ghee	24,071 7,352 23,692 77 47,646	26,242 1,318 18,355 1 67,774	27,963  13,335  77,914	27,89,002 1,95,891 9,27,239 620 13,16,286	31,35,996 42,070 8,07,955 100 18,37,100	31,82,616 7,37,127 21,44,903
Railway plant and rolling stock				17,488	47,055	11,750
Seeds— Essential tons. Non-essential—	. 551	510	675	2,84,493	2,84,224	2,86,130
Mustard ", Rape ", Rape ", Rape ", Ronge ", Rope ", Ro	7 230 8 2,213 4 102 76	41 38 31 5,316 4 80 73	 129 5 2,886 18 72 449	2,231 59,256 1,760 6,39,636 940 31,653 24,657	12,652 9,778 7,158 16,43,237 1,641 25,616 9,743	86 27,164 1,089 7,98,691 6,062 19,220 68,558

### COASTING TRADE. EXPORTS.

EAPONIS.

Subment showing the quantity and value of Country goods exported coastwise to Indian ports from Calcutta in each of the official years 1921-22, 1922-23 and 1923-24.

			Indian Produce and Manufactures,								
ARTICLES.			Quantity.		Ve	lue in rupe	es.				
	ļ	1921-22.	1922-23.	1923-24.	1921-22,	1922-23.	1923-24.				
Silk— Raw Manufactures— Piece-goods Other sorts Sosp	lbs. yds, lbs. cwts.	  2,458	 2 1,637	  2,075	1,10,170	 60 78,298					
Spices— Betel-nuts Cardamoms Chillies Ginger Pepper Other sorts	owts.	258,460 609 3,219 10 976 3,415	257,746 472 37,672 198 522 5,261	212,839 465 89,491 924 884 8,390	27,816 86,065 300 65,539	27,924 10,76.801 6,080 50,507	29,83 18,42,00 41,37 86,70				
Some and Marble Sugar, 16 Dutch stam and above	tons	1.523	121	1,248 646		17,893 6,58,159					
Sugar, 15 Dutch stan and below		778	556	1,424	83,453		1				
Isllow and stearine	owts.	2,522	3,082	999	1,26,686	1,51,443	40,0				
Ita— Black Green	lbs.	11,634,952	11,741,243 360	5,954,591 	46,95,208 	78,83,335 200	54,51,2				
Jmbrellas (including 1 sols and sunshades)	mra- No.	133,304	148,859	97,612	3,27,864	,3,71,338	2,36,8				
Wood and Timber— Timber— Teak-wood Other timber	c. tons	35	41 1	70	5,146 140	2,549 . 120	12,5				
Wood— Firewood Ornamental Sandal Other kinds Manufactures of	tons			:::	 1,353 	11,345 	0,1 				
other than furn and cabinetware Vool (raw) Vool Manufactures Mer textile manufact " ,, (raw)		   414	336 	80,388 	9,19,950  85,092 27,041 8,915	9,46,228 2,587 97,680 	10,62,18 36,21 71,40 9,50				
Ill other Articles of chandise— Unmanufactured Manufactured	Mer- 	:::		:::	2,18,772 10,54,129	2,65,509 13,43,858	2,65,53 15,87,10				
Ton	AL				13,30,01,790	12,11,42,978	13,01,24,51				

							Foreign M	erchandis	e.	
. Ar	ticles and por	ts whence in	aported.			1922	-23.	1	923-	24.
	or tea mine por		.,		Quant	ity.	Value in rupees.	Quantity	r. [	Value in ruposs.
A (in	seluding drape	ev uniforms	*noonutre	ments						
but exclu	ding hosiery)-	-	, moconivic	montos	í	- 1			- 1	
From I	Sombay	Chiel	port			- 1	1,14,911		- 1	36,42
	ind	Kara	ehi	***					- }	
	dadras	∫ Chie!		***			5,960		- 1	6,28
,,,,	dania	Othe		***		- 1	200 000		- 1	100
., 1	Burma .		port			- 1	23,985	***	- 1	45,11
			r ports	•		- 1	150		- 1	
	Bengal	All p	orts	***		- 1	22,602		- [	450
	ery and Milline						4.226		- 1	6,200
	Bonibay	Chief	port	***		- 1	4,220		- 1	1.018
· ,. b	dadras	Chief		***		- 1	82,645	***	- ļ	
,, I	Burma		port	***		- 1	82,098		- 1	31,87
	i 1		r ports	***			42,480		- 1	3,51
. , 1	Bengal	All F	orts				92,480	***		3,04
Arms, Am	nunition and A	imary store	s—		1	- 1			- (	
From 3	and parts ther	Chie	port			- 1				86
			port			i	6,226		- 1	2,21
, 1	3urma			***			(),22()	***	- 1	2,07
Other sor	-to	Corne	rports						J	***
	Bombay	Chief	mont			i			- 1	
rom 1	nomony						514			2
,, 1	Burma	Othe	port			- 1	514		- 4	-
	Bengal	All r	i porte			- 1				5
	printed matter					- 1	•••		Ų	۰
	Bombay		port	owts.		695	98,209		51	12,99
		Chie	port		Į	23	6,930		62	20,77
,, 1	Madras	1 0000	r ports	33		20	0,000		""	,
		i Chia	port	11		144	4,769		23	4.25
, ,, 1	Burma	1 Othe	r ports	**		5	600			
	Bengal	All T	orto	**		26	2,225		14	1,82
	Pondicherry			**		4	300		9	32
Boots and	Shoes-			***		"	400		-1	
From	Bombay	Chie	port	brs.	i	2	14			
	Madras	Chie	port		1	2	19		- 1	
		t Chie	port	"		,412	3,502	1,4	94	2,86
,,	Burma		rports	,,	,	,912	0,002		-	
	Bengal	All 1	orts	**		700	2,650			
				,,	1	100	-,000			
Steel or	nd Engineering Wood-	materials of	her thanol	Iron,		ļ			1	
From	Bombay	Chie	fport		l	- 1	3,863		- 1	3,50
,,	Sind	Kar	achi		1				- 1	500
	Madras	Chic	f nort						- 1	2,57
,,		Oth	rports				213			
	Burma	Chie	f port			- 1	344			1,94
	Bengal	All	orts				17,778		- 1	58,81
	Kathiawar⊸Pe	rebunder	***		1	- 1	59,374			
					1 "		-0,073		- 1	
	are and Furnita					- 1			- 1	
	Bombay	Chie	f port			- 1	325		- 1	30
From					1	- 1				***
From	Sind	Kan	rem							
From	Sind Madras	Chie	f port							***
From		Chie	f port				1,698		Ì	1,00
From	Madras	Chie	f port				1,698 2,310 11,255			

COASTING TRADE.
IMPORTS. Statement showing the quantity and value of Foreign goods imported constwise into the Resgal Presidency from Indian ports in the official years 1922-23 and 1923-24.

				Foreign Me	rehandise.	
		-	1922	-23.	1923-	24.
Articles and port	s whence imported.		Quantity.	Value in rupees.	Quantity.	Value in rupees.
andles of all kinds-		lbs.				:
	Chief port	108.			67,024	26,513
" Barma	All norts	.,	36,595	13.048	01,029	20,010
Bengai	ading railway carringes	) and		ĺ	1 .	
warts thereot-				86,990	1	57,866 1,500
	Chief port			42,82° 32,250	1	60,143
" Sind-Karachi	(Chief port			32,25	1 ::: 1	
,, Madras	· Other ports			4,20,03		3,08,576
	Chief port	***		5,05	)	400 22,200
, Burma	Other ports			36,49		22,200
,, Bengul ,, Bihar and Orie						
Seminale and chemical	preparations tex en-	emical	1	1	1	
manures and medicit	nes)—			35,43	1)	43,321 3,782
From Bombay	Chief port		1		***	3,102
., Madras	Other ports			2,01	2	12,055
Bengal	All ports			8,3		16,238
,, .	Chief port					
" Burma	Other ports			1	4 1,555	53,160
bal, Coke and Patent f From Bengal letten—	All ports	. tons	24	18 4,0	1,55.	1
Raw—		tons		30 56,5	30	
From Bombay	Chief port	LOID		25 41,4	00	
,, Madras	Chief port	"	į.	ı	l	
Waste— From Bombay	Chief port	,,,				1
Twist and Yarn-		lbs.	170.0	21 1,99,8	44 56,80	59,914
From Bombay	Chief port Chief port	100	11010		19,60	23,270
., Madras	Other ports	,,	1	00 89,5		
			56,6	00 80,2	- Y	
" Burma	· Other ports	**	91,2	07 1,66,	16 79,89	1,52,143
" Bengal	All ports	"				
,, Bihar and Or	insa	,,			- 1	1
Manufactures-			1	1	1	
Grey (unbleached)		yd	R. 65,5	120 46	115 174,7	
From Bombay	Chief por	yu.			37,5 336 210,9	
" Madras	Chief port		.   530,	2,65,	300	
, Burma	Other ports		100		196 22,0	00 15,60
., Bengal	All ports			,,,		
Bihar and	Orissa					
" Pondicher	ry			12	824 12,1	30 3,98
White, (bleached)— From Bombay		yd				
, Madras	Chief port			545 19	200 42,7	40 21,24
	Other ports	,			1	
			117	740 57	779 42.5	35,53
"Bihar and C "Bengal	All ports	,	, ; 117,			
Coloured, printed o		yé	ls. 740	552 3,98		176 2,96,17
From Bombay	Chief port					
,, Madras	Other ports		,, '			

			Ť	Foreign M	oral 192	3-24.
Autoto			100	2-23.		
Articles and	ports whence imported.		102		192	3-24.
			Quantity.	Value in rupees.	Quantity.	Value in rupees.
Piece-Goods—concld, Coloured, printed or	r dyed-concld.					
From Burma	Chief port Other ports	yds.	1,006,81	6,41,071	760,261	7 10 00
Bengal		**	58,950			7,13,347
Handkerchiefs and S From Bihar & Oris	Shawls in the viece	,,	40,1101	36,690		
, Bengal	All ports	No.				
., Burma	Chief port	**	849			
Other sorts— From Bombay	•	- 27	840	2 415		•••
	Chief port			9.77,206		62,109
,, Madras	Chief port Other ports	***	***	***	/	1,900
" Burma	Chief port			1,045		1,101
" Bengal	Other ports			1,56,308 800		3,69,866
_	All ports	[		39,404		14,748
Drugs and Medicine narcotics)— Camphor—	s (excluding Chemica	ls and				
From Bombay	Chief port	Ihs.		- 1	- 1	
., Madras	Chief port	108.	4,944 1,256	16,680	3,024	9,435
, Burma , Bengal	Chief port	"	4,700	3,035 9,500	2,284	7,375
	All ports	**				1,010
Other sorts-		- 1		- 1	i i	
From Bombay Sind	Chief port			99,850	- 1	
37.3	Karachi Chief port		***	500		77,568 829
	Other ports			884		6,579
" Burma	Chief port	***		6,053		24,146
Bengal	Other ports			175		24,140
Tobacco Manufactured	Fitt ports		]	31,510		31,135
Cigarettes-			1	1		
From Bombay	Chief port	lbs		- 1		
" Sind " Madras	- Karachi	108.	375 203	4,808	4,502	7,700
	Chief port	,,	232	4,504 963	2,263	12,831
" Burma	Chief port Other ports	21	2,690	11,820	11,354	79,622
, Bengal Other sorts-	All ports		36	200		
From Madras	611.4	" [	7,122	10,947	147	400
, Burma	Chief port	lhs.	2	107	30	321
m	Other ports	19	7,645	6,536	5,756	6,426
Dyeing and Tanning sul		"			100	200 500
Anthre Dves-					329	000
From Bombay Madras	Chief port	lbs.	000 000			
	Chief nort	22	229,367 250	6,56,819	176,840	4,10,615 394
" Burma	Chief port Other ports	22	9,089	27,788	157 10,552	17,600
Alizarine Dyes— From Bombay		"				
, Sind	Chief port	lbe, i	16.504	00 400	1	
, Madras	Karachi Chief port	"	504	22,470 450		
" Pondicherry	Omer port	"	5,740	5,050		
		17				

# COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Foreign goods imported coastwiss into the Bengal Presidency from Indian ports in the official years 1922-23 and 1923-24.

				Foreign M	erchandisc.	
Articles and ports	whence imported.		1925	2-23.	192	3-24.
277			Quantity.	Value in rupees.	Quantity.	Value in rupees.
Dyring and tanning Substa	nces -					
Other sorts From Bombay	Chief port	ewts.	143	16,279		8,375
, Madras Burma	Chief port Chief port	,,	, 36	2,572		
" Bengal	All ports	"	32	900	8	250
Enthenware and Porculain	(excluding pipes of					
earthenware) From Bombay	Chief port			670		150
, Sind	Karachi		i ::: i			300
Madras	Chief port	***		200	*	
. Burma	Chief port Other ports	***		6,820		5,016 365
		***		1,200 1,920		480
Flax- Bengal	All ports			1,020		
Manufactures-			1			
From Bombay	Chief port	***		18,851		
" Madras	Chief port Other ports			243		
" Burma	Chief ports			240	1 :::	1,350
Glass and Glassware—						
Fangles-				12.550	ł	22,649
From Bombay	Chief port	***		42,576 80		25,048
Bengal	Chief port	***		2,620		1,930
Bottles and phials-	k-ii parao	***		.,		
From Bombay	Chief port	gross			68	725
" Madras	Chief port Chief port	- 11	5,444	54,649	7,529	91,353
" Burma	Other ports	"	0,111		4	17
Bengal	All ports	**	19	325		30
Other Glassware— From Bombay				37,498	ļ	1,350
	Chief port Chief port			2,270		3,803
" Burma	··· Other ports					
" Bengal	All ports	***		16,475		18,535
Gums and Resins- From Bombay	01:1	owte.	1.204	49,861	1.270	44,085
" Madras	Chief port Other ports	ewis.	1,204	1,380		
Burma				***	166	3,550
Hardware (including agricu plated-ware)-	iltural implements i	ind				
From Bombay	Chief port		]	1,13,725		1.00,449
, Sind	Karachi		[	8,196		7,334
. Madras	Chief port			45,770		63,250
	Other ports			3,084 1,90,257		1,72,617
" Burma	Other ports		/	2,750		1,320
" Bihar and Orissa				577		
., Bengal	All ports			1,36,660		1,71,178
Instruments, apparatus and thereof —	appliances and part	a		***		
Musical		i	- 1		- 1	
From Bombay	Chief port			5,050		12,420
, Sind	Karachi (Chief port			i 100	:::	3,088
" Madras	Other ports	:::				
	Come L.					

### Foreign Merchandise. 1922-23, Articles and ports whence imported. 1923-24 Quantity. Value in rupees. Value in Quantity. rupers. Instruments, apparatus and appliances and parts ... Chief port Other ports From Burma 2.880 4,892 ... , Bengal Pondicherry Other kinds-... All ports 1,700 5.450 ... Chief port ... Karachi { Chief port ... Other ports { Chief port ... Other ports From Bombay 16,777 1,00,281 " Sind 56,13) 4,773 ,, Madras 7,200 ,, Burma 43,607 49,993 900 150 Jewellery and plate of gold and silver— From Bombay One of the form the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of 4,750 Chief port Karachi ,, Sind ,, Burma 2,000 ... Chief port 0.685 3,300 Bengal ... All ports Jute manufactures-From Bombay ... ... ... Chief port ... Chief port ... All ports From Bombay "Burma "Bengal Liquors— Ale, Beer and Porter— From Bombay "Madras 324 ... 42,480 ... Chief port ... Chief port ... Chief port ... All ports Chief port Chief port Chief port gals. 3,871 5,767 6,723 15,890 4,742 1,376 2,020 1,642 4,144 1,708 SpiritsBrandyFrom Bombay Madras , Burna Bengal Burma Bengai 3,499 14,628 1,623 3.690 ... Chief port ... Chief port ... Chief port ... All ports 1,390 2,537 740 930 59 80 74 238 100 32 88 3.619 2,066 4,424 Rum-From Bombay ,, ... Chief port 3,600 870 ,, Burma Gin— From Bombay Rurma ... Chief port 585 375 Whiskey— From Bombay , Madras ,, Burma ... Chief port ... Chief port ... Chief port 4,290 17,868 12,478 132 476 335 ... Liqueures-... Chief port ... Chief port ... Chief port 2,661 281 900 , Madras Burma Other sorts of Spirits— ... From Bombay Chief port 575 267 16.702 10,548 " Madras Other ports Chief port " Burma , Bengal ... All ports 382 2,033 " Pondicherry 1,289 14,294 202

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### COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Foreign goods imported coastwise into the Resgal Presidency from Indian ports in the official years 1922-23 and 1923-24.

				Foreign M	lorchandise,	
Articles and r	orts whence imported.		1922	-23.	1923-	24.
			Quantity.	Value in rupees.	Quantity.	Value in rupees.
Wines-						10.00
From Bombay Madras	Chief port	gals.	118 481	1,292 9,332	546 335	12,38
	Chief port	**	481	13,880	2,083	45,34
" Barma	Other ports	"	74.7	10,000		
, Bengal	All ports	,,	2,233	25,096	1,969	21,5
Pondicherry		,,	267	810	100	3
Other sorts of liquors- From Bengal	All ports	gals.	440	4,432		
Burma	Chief port	Burn.	256	8,500		
Machinery and Millw	ork-	,,	250	0,400		
From Bombay	Chief port	***		2.65,382	[	1,89,2
,, Sind	Karachi	***		3,412		11,2 47,7
, Madras	Chief port Other ports			7,085 7,231		15,1
	Chief port		1	2,72,941		3,59,4
,, Burma	Other ports			3,243		
" Bengal	All ports	***	1 1	18,232		11,8
" Bihar & Oris		***	]			
, Pondicherry Travancore	Aleppey			465		
Matches-	Zireppoy	**	***	465		
From Bombay	Chief port	gross.				
" Burma	Chief port	,,				
n	Other ports	**				2.0
Metals and Ores—	All ports	,,	700	950	1,850	2,0
Brass, Bronze and sin	nilar amalgams		) !			
Unwrought-						
From Bombay	Chief port	ewts.	498	18,552	1,085	40,
. Madras	Chief port	23	[			
	··· ) Other ports ) Chief port	23	,,,,	8,200	2,329	93.0
" Burma	Other ports	"	186	8,200	12	1,4
, Bengal	All ports	11	)		59	4.4
Wrought-						3.5
From Bombay	Chief port	owts.	1,263	63,782	70	1,0
" Madras	··· { Chief port ··· } Other ports	**			1 4	
	Chief port	"	600	25,181	337	11,8
" Burma	· Other ports	,,	18	850		1,2
Canana , Bengal	All ports	**	203	16,555	14	1,2
Copper						
From Bengal	All ports	tons.				
Old, for re-manufa	cturo-					2050
From Bombay	Chief port	ewts.	1,253	66,640	2,457	1,25,5
, Madras	Chief port Other ports	21				
	(Chief ports	"	118	2,950	30	1,5
., Burma	Other ports	"	118	2,930	4	10
Unwrought-			1 1			00.0
From Bombay	Chief port	ewts.			573	: 20,0
" Madras	Chief port	17	198 20	17,890 1,080	110 86	3,5
" Burma	Other ports	.,	20	1,080	1	
Bengal	All ports	,,	14	1,600	- 20	2,5
2000	-		1			

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Statement showing the quantity and value of Foreign goods imported coastwise into the Bengal Presidency from Indian ports in the official years 1922-23 and 1923-24.

				Foreign	Merchandise.	
Articles and ports	whence imported,		19	22-23.	1923	3-24.
			Quantity	Value rupee		Value in rupees.
Metals and Ores-(concld.)						
Wrought— From Bombay			ĺ		1	[
, Sind	Chief port	cwts.	20	39 15,1	105 486	23,57
, Madras	Chief port	**		1		
D.	(Chief port	"		6 1.:	304	
	Other ports	"		9 1,0	1	"
" Bengal	All ports	,,,	" :	75 8,0	559	
Iron or Steel— Pig—			1	Ì		
From Madras	Chief port		l .			
, Burma	Chief port	tons			300 333 1	19
, Bengal	All ports	17			333 1 301 49	
Old for re-manufacture-		,,		η .	501 43	1/92
From Bombay	Chief port	tons	l	l	21	6.90
, Madras	Chief port	11				
	" Other ports	12				
,, Burma	Chief port	1.		21 7,3	7-14 96	20,07
" Bengal	All ports	**				
" Bihar & Orissa	An ports	19			800 20	1,0
		,,,				
Manufactures— Anchors and Cables—	,			i	1	1
From Madras	0.1			1		
	Other ports	tons				
. ", Burma	Chief port Other ports	17				
" Bengal	All ports	,		4 1.3	100 9	5
Angle, Bolt and Rod-		,,	1	100		] "
From Bombay	Chief port	tons	i		-	1
" Sind	Karachi	tons		***	1	2
,, Madras Burma	Chief nort					1 :
D	Chief port	,,		12 6.5	774 1	. 9
Nails, Screws, Rivets and	Washens All ports	21		11 4.7		3,9
From Bombay	Chief port		1	i	1	١
" Madras	Chief port	tons	1 :	26 9,1	128 1	1.4
" Burna	Chief port	51			100 4 334 16	
,, Bengal Bars and Channels-	All ports	19	1 .		120	,
From Bombay		**		0,1	1217	ŀ
" Sind	Chief port	tons	1	5 1,1	06 493	95,0
35-4	Chief port	.,			40	17,3
, Madras	Other ports	**		12 2,5		
Burma		**		2 1.9	255 9	2,8
	Other ports	"		2 1,5	255 1	
Hoops and Strips-	All ports	.,		4 2,1		2,6
From Bombay	Chief			1 ""		
,, Madras	Chief port	tons	2	73 1,51,6	190 291	90,5
Burma	Chief port	33			1 2	9
.,		11		18 10,5	11	3,2
" Bihar and Orissa " Bengal						
, Dengal	All ports	"				
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### COASTING TRADE. IMPORTS,

Satesand showing the quantity and value of Foreign goods imported coastwiss into the Bangal Presidency from Indian ports in the official years 1922-23 and 1923-24.

2003			1	Poreign Me	rchandise.	
	rts whence imported.	ľ	1922	23.	1923-	24.
Articles and por	rts whence imporcos.	-	Quantity.	Value in rupees,	Quantity.	Value in rupees.
letals and Ores-(conclu	L)					
hesis and Plates—		tons	73	14,006	19	7,611
From Bombay	Chief port	tons	"	14,000	ı	700
" Sind	(Chief port	",	1			
" Madras	Other ports	- 15		******	77	
" Burma	Chief port	"	277 366	81,416 1,30,426	278	26,734 75,594
., Bengal	All ports	*	300	1,80,420	210	10,004
Wire-	Chief port	tons	5	2,348	[ 11]	. 1,500
From Bombay Sind	Karachi	,,	-1	2,000		
	(Chief port		19	12,247	9	6,209
" Burma	··· Other ports	,.	3	2,354		400
, Bengal	All ports	- 1	-11	2,501		
Other manufactures of	iron or steel Chief port	tons	SO	26,446	164	1,03,034
From Bombay Sind	Karachi	.,			88	19,859
	(Chief port		6	4.548	99	65,641
,. Madras	··· Other ports			****	226	87,305
Burma	Chief port		91 5	55,449 550		01,000
	··· ) Other ports All ports	,,	75	35,360		41,210
., Bengal	Alt ports	**		100,000	}	
Lead-					1	
From Bombay	Chief port	cwts.	125	6,98	54	1,375 13,250
Madras	Chief port	31	20	3,40		13,230
, mantas	Other ports	ewt.	40,349			10,02,497
, Burma	Chief port	CWE.	1.,010	1,11,000		
, Bongal	All ports	,,	74	2,72	D 1,197	35,446
	an and parent				1	
Tin-			)	1		
From Bombay	Chief port	cwts.	77	8,60		l
" Madras	Chief port	"	4,980	4,55,47	80	1,22,240
" Burma	Other ports	,,	580	85,87	5	
,, Bengal	All ports	55		- 14		
-			1	1		1
Zine or Spelter-	Chief port	ewts.	1,02	28.62	ธ 18	2,47
From Bombay Madras	Chief port	22	200	1.70	0	
	(Chief port		2,52	69,74	1,94	50,63 6 1,78
", Burma	Other ports	11	7			1,78
,, Bengal	All ports	"	1 "	5 1,91	٩	1 1
Hannes			1	l.	}	1
Unenumerated— From Bombay	Chief port	owt	92		1,00	6 1,01,34
Sind	Karachi	33	6	0 3,67	14 4	6 1,80
, Madras	Chief port	. "	3	2 "1,84		
,, Burma	Chief port	99	1 "	1'	1	
	All months	,,	14	5 13,2	50 9	9 4,08
Dils.,, Bengal	All ports	,,	1	1	1	1
Mineral-			1	1		
Korosono-	1 min 1 d 1 min	gals		1	1	l
From Burma	Chief port	gate	1,85	0 1,5	03	
" Bengal	All ports		- 1		1	

Bengal Presider	ncy from Indian ports	in the	official yea	trs 1922-2	3 and 192	3-24.
				Foreign M	erchandise.	
Articles and 1	ports whence imported.		1922	-23.	1923	-24.
			Quantity.	Value in rupees.	Quantity.	Value in rupees.
Lubricating-						
From Bombay	Chief port	gals.	4,666	13,545	31,917	64.371
, Sind	Karachi	- ,,	1,823	1,634	***	***
,, Madras	Chief port Chief port	11	1,800 280	4,050		
", Burma	Other ports	"	280	1,047		
Other kinds						
From Bombay	Chief port	gals.	249	500	2,304	3,481
, Sind	Karachi	93	1,078	000		0,101
" Madras	Chief port	99				
, Burma	Chief port	,,	125	6,900		345
,, Bengal	All ports	,,	468	1,395	156	418
Other sorts of Oil-			1 1			
From Bombay Madras	Chief port	gals.	4,636	16,408	129	709
,,	Other ports	"	60	316	47	220
" Burma	··· Other ports	"	9	100		
" Bengal	All ports	,,	176	760	1,231	4,145
Paints and colors, inch	uding painter's materials	_ :				
From Bombay	Chief port			30,762		31,396
,, Sind	Karachi			700		
, Madras	Chief port	***		2,000		720
	Other ports	•••		14,998		6,644
,, Burma	Other ports		l [	14,008		0,011
,, Bengal	All ports			2,703		2,887
" Travancore	Alleppey	•••		***		
Paper and Pasteboard			1		1	
From Bombay	Chief port	cwts.	l l	14,759		2,182
" Madras	Chief port	,,		244		***
,, Burma	Chief port Other ports	**		5 197		9,321
, Bengal	All ports	**		4,800		7,390
Posting and acceptables		. "		4,000		
Dates—	dried, salted or preserve	d—				
From Bombay	Chief port	tons.	407	2,02,694	263	1,20,048
,, Madras	Other ports	11	407	65		
,, Burma	Chief port   Other ports	**	(	1,000	] ]	336
., Bengal	All ports	"		***		
Fruits and vegetabl	es, iresh—	**		***	777	
From Bombay	Chief port			286		
,, Burma Bongal	Chief port					
Other sorts—	All ports			***		
From Bombay	Chief port	tons.	297	2.05.512	217	1,33,752
" Sind	Karachi	13 13	207	3,05,517 13,680	217	1,00,10-
,, Madras	{Chief ports	21	"	50		
	\Other ports	"	1 1			
,, Burma	Other ports	23	2	1,600	3	1,850
,, Bengal	All ports	,,	1 ::: 1	***		
		"			***	

# COASTING TRADE, IMPORTS.

Sutment showing the quantity and value of Foreign goods imported construise into the Bengal Presidency from Indian ports in the official years 1922-23 and 1923-24.

Bengat Presidency				Foreign M	erchandise.	
		-	1922-	23.	1923-	24.
Articles and port	s whence imported.		Quantity.	Value in rupees.	Quantity.	Value in rupees.
Provisions & Oilman's Sto	roter	1	***	35,586	387	38,130
From Bombay	Onter perc	cwts.	629 34	4,974	310	6,568
Sind	Karachi	"	70	6.981	162	15,773
, Madras	Chief port	"	83	8,620	600	98,637
,, Burma	Chief port	"	1	200		5,520
n1	All ports	,,	189	13,728	22	
Owners	111	,,				
" Pondichery						
kilway plant & rolling	tock-(Chief port			4,38		
From Bombay	Other ports		***			
	Chief port					
,, Madras	· Other ports			45		1
	Chief port			1,50		
", Burma	Other ports					1,200
", Bengal	All ports		i .		s 110	. 11,660
Silt- From Bengal	All ports	tons	209		0	11,000
From Bengai	Chief port	**				1
Shells & Cowries-				46,9€	17	18,427
Form Bombay	Chief port			1 8	iò)	6,620
" Madras	Chief port					5,069
" Bengal				4,08		
,, Pondicherry	Other ports			14	50	
Silk—			1	1	1	1
Raw-	****	lbs.	43	5 2.2	30	1
From Burma	Chief port	100.	1		1	1
Manufactures-				1	1	
Piece-goods From Bombay	Chief port	yds.	90	7	50 15	20 500
		**		'		
", Burma	Other port					
, Bengal	All ports	_ "			1	
From Burma.	with other materials- Chief port	yds		on 'ii-		1 :::
, Bombay	Chief port	,,	11,5	33 25,8		1
Other sorts-		lbs			j	
From Burma	Chief port	108				
Bongal	All ports	,,	1		امما	l
Scap.— From Bombay	Chief port	ewts		76 8,	000	1
, Sind	Karachi	11	1		1	3 20
, Madras	Chief port	**	- 1	47 12,		72 14,6
, Burma	Chief port	.0 11 .0 11	1	15	310	38 1,2
.,	All ports	.11	)	33 2,	149	.,0]
Spices Bengal	Zin porce			- 1	1	1
Betelnuts			. 1	28 1,	750	74 3,7
From Bombay	Chief port	t cwt				
,, Madras	Chief por	t ,,		329 8,	900	89 2,3 103 2,5
,, Burma				1	20	
Cardamoms-						68 18,0
From Madras	Other por	ts cwt	8. ]	1		1

Statement showing the quantity and value of Foreign goods imported coastwise from Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24.

				Foreign M	erchandise.	
Articles and port	s whence imported.		1922	-23.	1923	-24.
			Quantity.	Value in rupees.	Quantity.	Value i rupees.
Cloves— From Bombay	Chief port	owts.	4,543	4,98,248	3,716	3,47,7
epper— From Travancore	A 11		100			
Burma	Alleppey Chief port	"	169	4,718	15	4
Other sorts-						
From Bombay	Chief port	.,	57	1,550	21	1,7
,, Madras	Chief port	33		***	7	5
,, Burma	Chief ports	"				
" Travancore	Alleppey	"				
Stationery (excluding pap	er)—					
From Bombay	Chief port		1	2,833		3
., Madras	Chief port			1,125		. 8
	" Other ports Chief port			22		
,, Burma	Other ports	***		10,196		5,0
", Bengal	All ports			22,615		37,1
Sugar, 16 Dutch standard	and shove-					
From Bombay	Chief port	tons.	103	11.021	4	2,7
,, Madras	Chief port	**	1	360		
, Burma Bengal	Chief port	**	192	1,948	57 315	36,1 48,4
	-	**	102	88,001	919	90,9
Sugar, 15 Dutch standard From Burma						
Bengal	Chief port	93	770 779	94,102 69,737	280 944	22,6 77,1
Tea (Black)-	··· pare	31	1 "	00,707		11,1
From Burma	Chief port	1hs.				100
, Bengal	All ports	108.			43,508	18,8
Tea (Green)—	•	,,	1			
From Bengal	All ports	lbs.	1			
Wood-Timber-	[-0.40	105.				
From Madras	Chief port					
,, Burma	Chief port	c. tons	86 50	8,882	28	9,5
,, Bengal	All ports	"		5,723		
Ornamental-						
From Bombay	Chief port		)	11.00		10.2
,, Madras	- Chief port			11,640		10,0
Manufactures						
From Bombay	Chief port		1	106		
,, Madras	Chief port			106		1,2
" Burma	Chief port			810		1,6
,, Bengal	Other ports	***				9
,, Travancore	Alleppey	***	***			

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## COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Foreign goods imported coastwise from Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24.

			}	Foreign M	erchandise.	
Articles and norts	whence imported.		1929	23.	1923	-24.
mines and parts			Quantity.	Value in rupees.	Quantity,	Value in rupees.
Wool-Manufactures-		-				
- Piece-goods — From Bombay , Madrus , Burma Shwls — From Burma	Chief port Chief port Chief port Chief Port	yds.	115,000  5,407	1,25,000 		62,057 1,170
Other sorts— From Bombay ,, Madras ,, Burma	Chief port Chief port Chief port	lbs.	 2,251	9,498	50  400	190 700
All other articles of mercha Usmanufactured — From Bombay , Sind , Madras , Burma , Bengal , Pandichery	Chiof port Karachi (Chief port Other ports Chief port Other ports All ports			12,869 700 1,077 1,346 100		9,652 1,669 600 7,376 
Manufactured— From Bombay Sind Madrae Burma Bihar and Orissa Bengal Travancore	Chief port Karachi Chief port f Chief port Other ports All ports All ports			94,747 5,920 26,192 82,772 4,150  21,839		87,263 7,142 15,720 90,212 2,000 25 27,783 590
otal Merchandiao — From Bombay , Sind , Mudras , Burma , Bengal , Travancoro , Pondicherry , Bihar and Oriesa , Kathiawar	Chief port Karachi Chief port Other porta Chief port Other ports All ports Alleppoy Porebandar			53,33,948 99,569 2,72,158 16,468 42,92,899 1,13,584 12,84,647 5,458 5,296 577 		31,71,091 1,31,622 4,39,599 64,776 43,99,236 7,922 10,80,609 5,733 25
	GRAND TOTAL			1,14,83,978		93,01,203

# 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 1922-23 and 1923-24.

			Indian P	roduce and	Manufact	res,
Articles and ports	whence imported.		1922	-23.	1923	-24.
			Quantity.	Value in rupees.	Quantity.	Value in rupees,
Animals, living— Horses—						
From Bombay	Chief port	No.	2	600	l	
" Madras	Chief port	"	17	950		
	Chief port	"	167	53,405		34,600
	Other ports	,,	1	400	2	1 000
" Bengal	All ports	"	]	***		
Other kinds					1	
From Bombay	Chief port	No.	1			
, Madras	Chief port Other port	51	26	755		
,,	Chief port	13	1	60		
. " Burma	Other ports	"	261 190	25,820 2,000	294	9,310
Bengal	All norts	"	1,006	4,331	492	2,26
Apparel (including draper;	y, uniforms, etc.,)-	"	1,000	4,001	1 452	4,20
From Bombay	Chief port	***		1,094		4,59
, Sind	Karachi	***		3,400		30
, Madras	Chief port Other ports			1,000		1,59 1,91
D	Chief port			2,395		10,48
" Burma	Chief port Other Ports			2,1100		10,40
" Bengal	All ports	***		31,830		3,56
,, Bihar and Oriss	A		] ]			'
Books and printed matter i	Chief port	ewts.				33.58
	Chief port	ewes.	55 61	12,691 12,855	280	33,58 27,24
" Madras	Other ports	"	"	12,000	***	21,21
" Burma	Chief port	21	30	6,791	29	3,11
D 1	Other ports	17	i I		2	10
Boots and Shoes-	All ports	11	8	670	62	5,92
From Bombay	Chief port	pra.				
Madras	Chief port	17111	1 1		3,549	3.90
,, padras	Other ports					
" Burma	Chief port	13	14,849	19,742	24,734	27,22
" Bengal	All ports	11		***		1,00
Bihar and Orise	8a		2,080	4,680	1,220	
Building and Engineering	Materials—		300	1,000		
Bricks and Tiles From Bombay						
•	Chief port	No.			3,350	1,09
" Madras	Chief port Other ports	**			67,340	8,47 84,89
Burma	Chief port	,,	420,262	44,765		04,00
	Other ports	"				
, Bengal Cement—	All ports	**				
From Kathiawar	Porbunder		( )			- 02.50
Chalk and Lime-	a orbunder	tons.	j ]	***	500	32,50
From Madras	Chief port	cwts.				l
, Bengal Burma	All ports	***	150	1,118	264	1,42
	Chief port	**	20	230	214	73
Other sorts -		**				
From Bombay	Chief nort		1 1	07.075		1,36
" Madras	Chief port	,,	1	37,075 38,749		60,266
		"		00,140	001	,000

# COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country goods imported coastwise from Indian ports into the Bongal Presidency in the official years 1922-23 and 1923-24.

		- 1	Indian	Produce a	nd Manufac	lures,
Articles and ports	whose imported.		1922	-23.	1923	24,
Articles may porter			Quantity.	Value in rupces.	Quantity.	Value in rupees.
Building and Engineering m Other sorts—(concld.)	aterials—					
From Burma	Chief port	owts.				5,54
Bengal	All ports			170	{	37
" Kathiawar	Porebunder	- 1		7,250 25		***
, Travancore	Alleppey	**		20		***
abinetware and Furniture-	-					
From Bombay	Chief port			1,589		10,32 27
" Sind	Karachi			2,000 710		65
Madras	Chief port			710		(
	Other ports			8.879		4,83
" Burma	Other ports			250		51
" Bengal	All ports			15,502	]	14,8
"Bihar and Orissa				150		3
" Travancore	Alleppey					
, Goa		***				
andles of all kinds-						
From Bombay	Chief port	lbs.				10,10,8
" Burma	Chief port		2,015,186	8,87,179	2,325,183	10, 10, 0
, Bengal	All ports	**	72,546	23,948		
hemicals and chemical pre cal manures and medici Khari Salt—	nes)—	g chemi-				
From Burma	Chief port	owts.		6,858	966	4,4
, Bengal Saltpetre—	All ports	**	1,969	0,000	500	
From Bombay	Chief port	ewis.				46
Bengal	All ports		20	40	15	41
Sulphuric Acid-				00.705	1,200	24.60
From Madras	Chief port	ewts.	719	32,795	214	7.0
, Bombay	Chief port	**		***		
From Bombay			8	1,050		2 10 0
From Bombay , Burma	Chief port	owis.	6,081	1,050 1,16,435	6,427	2,19 0
Other sorts-	Chief port	ewis.	6,081	1,16,435		36,9
Burma	Chief port	owis.	6,081	1,16,435 22,485		36,9
Other sorts-	Chief port	ewis.	6,081	1,16,435 22,485 5,159		36,9 1,6
", Burma Other sorts— From Bombay ", Madras	Chief port Chief port Chief port Other ports Other ports	owis.	6,081	1,16,435 22,485		36,9 1,6
Other sorts— From Bombay , Madras , Burma	Chief port Chief port Chief port Other ports Chief port Other ports	ewis.	6,081	1,16,435 22,485 5,159 1,538		36,9 1,6  1,4:
", Burma Other sorts— From Bombay ", Madras	Chief port	ewis.	6,081	1,16,435 22,485 5,159		36,9 1,6  1,4:
other sorts— From Bombay Madras Burma Bengal onl, coke and patent fuel-	Chief port Chief port Chief port Chief port Other ports Chief port Chief port All ports	ewis,	6,081	1,16,435 22,485 5,159 1,538		36,9 1,6  1,4:  2-
, Burma Other sorts— From Bombay , Madras , Burma , Bengal oal, coke and patent fuel- Coal— From Madras	Chief port Chief port ! Chief port ! Chief port ! Other ports ! Chief port ! Other ports All ports Other ports	ewis,	6,081	1,16,435 22,485 5,159 1,538 2,761		36,9 1,6  1,4:  2-
Other sorts— From Bombay  " Madras  " Burma  " Bengal  oal, coke and patent fuel- Coal— From Madras " Bengal	Chief port Chief port Chief port Chief port Other ports Chief port Other ports All ports All ports All ports	ewis.	6,081	1,16,435 22,485 5,159 1,538		36,9 1,6  1,4:  2-
Other sorts— From Bombay  " Madras  " Burma  " Bengal  col, oake and patent fuel-  From Madras  Bongal  Date and Coke an	Chief port Chief port ! Chief port ! Chief port ! Other ports ! Chief port ! Other ports All ports Other ports	ewis,	13.965	1,16,435 22,485 5,159 1,538 2,761 4,03,128	8,767	36,9 1,6  1,4:  2.66,3
Other sorts— From Bombay  " Madras  " Burma  " Bengal  onl, coke and patent fuel- From Madras  " Bongal  " Burma  Coke and patent fuel— From Bengal	Chief port Chief port Chief port Chief port Other ports Chief port Other ports All ports Chief port All ports All ports	ewis.	13.965	1,16,435 22,485 5,159 1,538 2,761 4,03,128	8,767	36,9 1,6 1,4  2.66,3
Other sorts— From Bombay  " Madras  " Burma  " Bengal oal, coke and patent fuel- Coal— From Madras " Bengal " Burma Coke and patent fuel— From Bengal	Chief port Chief port Chief port Chief port Chief port Chief port Chief port Chief port All ports  Other ports  All ports  Other ports  Other ports	tons	13.965	1,16,435 22,485 5,159 1,538 2,761 4,03,128	8,767	36,9 1,6  1,4  2.66,3
Other Sortza- From Bomba- From Bomba- From Bomba- Madras  Burma  Bengal Osl, coke and patent fuel- Coal— From Madras  Bengal Coke and patent fuel— From Bengal From Bengal	Chief port Chief port Chief port Chief port Other ports Chief port Other ports All ports All ports Chief port Chief port Chief port Chief port Chief port	tons	13.965	1,16,435 22,485 5,159 1,538 2,761 4,03,128 1,050 1,563 4,067	8,767	36,9 1,6 1,4: 2 2.66,3
Other sorts— From Bombay  " Madras  " Burma  " Bengal  oal, coke and patent fuel- trom Madras  " Bongal  obs. Bongal  obs. Bongal  obs. Bongal  obs. Bongal  obs. Bongal  obs. Bongal	Chief port Chief port Chief port Chief port Chief port Chief port Chief port All ports All ports All ports Chief port All ports All ports All ports All ports All ports All ports	tons	13.965	1,16,435 22,485 5,159 1,538 2,761 4,03,128	8,767	

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### Indian Produce and Manufactures 1922-23. 1923-24. Articles and ports whence imported. Value in Value in Quantity. Quantity. rupees. rupees. Coffee - (concld.) From Burma ... Chief port owts. Coir— "Bengal •• Unmanufactured— ... Chief port Other ports ... Chief port cwts. From Madras n. Burma 2,827 213 1,298 Travancore Bengal Cochin Alloppey 212 4.928 Maliapuram Manufactured (excluding From Bombay Chief port Karachi cwts. ", Sind , Madras Chief port Other ports Chief port 10,90,938 768 2,033 6,45,453 3,059 ,, Burma Bengal 1,936 21,38,678 All ports Alleppey Maliapuram 3.038 "Travancoro "Cochin Cordage and rôpe of 3,985 19,43,197 330 1.51.267 97,652 getable fibre (excluding jute and cotton)— From Bombay ... Chief port | Chief port | Other ports | Chief port | Other ports | Other ports | All ports | Alleppey ewts. " Madras 20 300 1,624 " Burma 66 Bengal Travancore 1.029 20,840 15,326 669 Cotton-2,204 28,89,713 From Bombay ... Chief port 1,807 23,44,172 " Sind 69,588 279 1,170 866 175 3,583 3,35,209 16,95,669 2,020 " Madras ... Chief port ... Chief port ... Chief port 6,36,202 , Burma 12.38,982 77,105 19,65,100 422 212 1,76,019 Bengal Pondicherry ... All ports 36,95,144 4,604 Bihar and Orissa Waste-" Burma " Be-.. Chief port 90,700 30 cwts. 983 81,125 2,032 ", Bengal Twist and yarn— Mile and Water—Nos. 1 to 10— Malras ". Chief port Madras ". Chief port Other ports ... Chief port All ports All ports 162 2,317 2,174,438 17,22,254 lbs. 3,867,499 33,44,009 50,000 32,610 ,, Burma ,, Bengal ,, Bihar and Orissa All ports 769 38,422 71,665 1,414 Nos. 11 to 20— From Bombay ... Chief port Chief port Other ports 24,00,495 59,420 11,100 lbs. 3,078,372 32,45,453 2,330,631 ,, Madras 53,200 12,000 10,300 12.800

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# COASTING TRADE

Statement showing the quantity and value of Country goods imported coastwise from Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24.

		Indian	Produce an	d Manufact	ires :
Articles and ports whence imported.	- 1	1922	-23.	1923-	24.
Artificies and pores whence imported		Quantity.	Value in rupees.	Quantity.	Value in rupoes.
Cotton—contd.				1	
Twist and Yarn- No. 11 to 20-(concld.)		8,400	10,260	8,000	8,150
From Burma Chief port	lbs,				
" Bengal All ports	"	24,235	35,375	8,030	7,796
Nos. 21 to 30- From Bombay Chief port	lbs.	2,937,673	37,95,693	5,411,361	70,81,296
Chief port	13	5,600 3,727,200	8,400 52,55,417	77,200 5,361,700	85,390 75,02,865
,, Mattras 1 Other ports	17	800	1,400	4,600	6,750
" Burma Chief port Other ports	**	8,023	19,000		
" Bengal All ports	,,	8,024	10,000		
Nos. 31 to 40— From Bombay Chief port	lbs.	167,151	2,51,881	579,900 9,200	11,13,414 16,100
., Madras Chief port Other ports	٠,	647,600	11,29,555		30,41,096
, Burma Chief port	,,	2,388	3,278		24,328
" Bengal All ports	**	101,508	2,20,469	34,010	24,020
Above No. 40— From Bombay Chief port	lbs.	108,700			
" Burma Chief port	12	4,479	12,80	1	
Orange, red and other colours— From Bombay Chief port	lbs.	24,370	29,862	3,200	6,400
,, Madras Other ports	**	3,400	6,550	39,360	47,450
" Burma Chief port " Bengal All ports	"	57,958			
Unspecified descriptions—		1		232,802	2,72,990
From Bombay Chief port Madras Other ports	lbs.	2,400	3,000	l	
, Burma Chief port	,,			1,024 1,312	
,, Bengal All ports	11	2,800	8,400	1,01-	.,
innuractures— iccs-goods—		ļ			
Grey (unbleached)-					
Chadars and dhuties— From Bombay Chief port	yds.	65,026,567	3,43,25,698	116,422,152 41,400	4,33,89,19
" Burma Chief port	,,,	58,450	32,237	310,210	
,, Madras Chief port ,, Bihar and Orissa	"	1			
Bengal All ports	**	288,351	1,85,911	1	
Drills and Jeans— From Bombay Chief port	yds.	593,420	2,58,304	97,200	38,13 89,03
Madean Other ports	11	35,369	17,621	139,218 31,200	
Burma Chief port Bongal All ports	"	12,88			
Shirtings			2,22,16,490	56,540,262	2.39 26.52
From Bombay Gniei pore	yds.	43,613,384	31,560	6,300	3,01
(Chief port	"		1	61,091	27,46
	"	374 401		1,320	l "
Jaconot— All ports	**	1	}·	1	l
From Bombay Chief port	yds.	108,346	48,330	1,718	99
" Madras Chief port	**		1	1	

				Indian	Produce a	nd Manufac	tures.
Articles and ports	s when	nce imported.		1922	-23.	1923	-24.
				Quantity.	Value in rupees.	Quantity.	Value in rupces.
Cotton-Manufactures- Piece-goods-(Contd.)							
Longoloth— From Bombay Burma		Chief port Chief port	yds.	243,120 23,000	1,18,860 7,600		71,85
Mulis— From Bombay		Chief port	yds.				
Saris— From Bombay Burma		Chief port Chief port	yds.	6,000	1,000		
Other sorts— From Bombay		Chief port	yds.	1,925,868	10,46,679	ì	17,26 8
" Burma " Madras		Chief port	"	2,360 18,600	1.450 8.525	4,800 281,930	9.6 1,617
,, Bengal White (bleached)—		Other ports All ports	"	60 60	137 30	7,759	5,2
Chadars and Dhuties- From Bombay	-	Chief port	vds.	15.000	27,187		
,, Madras ,, Burma		Chief port Chief port	,,	9,000	3 920		1
" Bengal " Travancore		All ports Alleppey	,,	689,558 1,800	359,525 400	395,340	2,02,7
Shirtings— From Bombay ,, Burma		Chief port Chief port	yds.	2,400	1,500		
Drills and Jeans		All ports	"	21,080 7.500	9,013 6,650		4,5
From Madras , Burma		Chief port Chief port	yds.	10,880	 8,000	7,197	5,6
,, Bengal Longeloth— From Bombay	***	All ports	**	12,000	3.200		
,, Madras		Chief port Chfef port	yds,	15,600	8 000	18,000	8,2
From Bombay Burma		Chief port Chief port	yds.	2,000	1,500	6,000	4,0
Nainsooks— From Bombay Burma		Chief port	yds.			4,000	1.5
Other sorts— From Bombay		Chief port	vds.			6,000 170 400	ł .
,, Madras ,, Burma	***	Chief port Chief port	yus.	56,240 1,200	33,239 5,812		
Coloured, printed or dyer Lungis and Saries—	ı	All ports	,,			400	2
From Bombay ,, Madras		Chief port Chief port	yds.	148,000	81,331		
,, Burma ,, Bengal Drills and Jeans—		Chief port All ports	"	81,066 155,725	54,208 1,20,392	31,515	36,2
From Bombay ,, Madras		Chief port	yds.	9,030	4,000	9 750	9,0
Dhuties		Chief port Chief port	**		:::	45,363 3,600	
From Bombay Burma -	٠	Chief port	yds.	9,600	4,409	360,000	82,2

## 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 1922-23 and 1923-24.

					Indian Produce and Manufactures.				
	Articles and ports	who	see imported.		1922	-23.	1923	-24.	
•	Articles and porce		ico Importuar		Quantity.	Value in rupees.	Quantity.	Value in rupees.	
Disan moor	ils-(Concld.)						Ì		
Prints s	and Chintz-						1 1		
From	Bombny	•••	Chief port	yds.	339,254 1,828	1,49,188	7,500	2.812	
,,	Burma		Chief port	**			17.082	9,266	
**	Madras	4	Other port				13,325	10,351	
Shirting			Other perc	**					
Burting	Bombay		Chief port	yds.	7,120	2,280	4,560	3,000	
	Madras		Chief port	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			6,540	3,871	
Other F			1					0.00.000	
	Bombay		Chief port	yds.	8,785,243	47,36,936	14,159,372	3,82,699 3,04,130	
	Madras	1	Chief port	31	27,663	17, 79	512,343 37,037	28,691	
**		··· 7	Other ports	11	27				
	Burma		Chief port	- 22	14,748	9,180	104,077		
	Bengal		All ports	"					
	hiefs and Shawls	in the		No.	5,600	44.800	12,300	. 9,800	
From	Bombay	***	Chief port		385	2,950			
55	Bengal Burma		Chief port	**	7,220	3,360		·	
Habardas	hery and Milliner		Onior pore	,,,	1,000		1		
From	Bombay	y	Chief port					1,250	
210111			Chief port		1				
,,	Madras	***	Other ports	***				7,890	
	n			***		8,770		250	
"	Burma	***	Other port	***				5,005	
,,	Bengal		All ports	***		300	,	3,000	
Other sort	ts of cotton piece-	goods	ann.		1	0.10.10		12,05,339	
From	Bombay		Chief port	***		8,16,16	1	32,316	
	Madras		Chief port	***		3,779		5,432	
"			Other ports	•••		20,409	3	29,707	
33	Burma Bengal	•••	Chief port All ports			24,670	il	15,360	
Denos L' N	dedicines (excludi		omionle & nore						
Brom	Bombay	ng on	Chief port			50,363		98,582	
***	Sind		Karachi	19.7	1	2,778	3)	11,691	
"			Chief port	***		6,50		10,320	
33	Madras	•••	Other ports	***		19,560	}	14,840	
	Burma		Chief port	***	]	20,950		50	
**			Other ports	***		17,255		3,089	
- 11	Bengal		All ports	***		185			
27	Bihar and Oriss		***			2,099			
Deat. 10	Travancore	***	Alleppey			2,000	7	ľ	
Cutch-	nd Tanning substa	ınces	-		ł	1	1		
	Bombay		Chief port	ewts.			22	945	
21011	Madras		Chief port				1	0 00 000	
	Burma		Chief port	,,	28,041	8,43,250	28,050	9,83,222	
	Bengal		All ports	**	65	1,06	33	0.50	
Gambio	er—				1	ľ	i .		
Fron	ı Bombay		Chief port	ewts.					
			Chief port	,,					
Indigo			Chief port	owts.	10	2,663	11	2,381	
Fron	n Madras	•••	Onior pore-	U11101	1	2,000		1 .	
pryrob	alans—		Chief port	owts.	1				
	Bombay	•••	Other ports						
"	Madras Bengal		All ports	,,,	27	330		•••	
33	nongar								

Statement showing the quantity and value of Country goods imported coastwise from Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24.

			Indian	Produce a	nd Manufac	tures.
Articles and ports	whence imported.		1922	2-23.	192	.24.
÷			Quantity.	Value in rupees.	Quantity.	Value in rupees.
Turmeric— From Bombay	0111					
	Chief port	ewts.	210 4,057	1,300 87,032	10,249	
" Madras	Other ports	"	241	3 020	5,577	3,69,0 2,64,7
,, Burma	Chief port	,,	1,973	47,188		4,52,9
,, Bengal	All ports	,,	679	9,846	895	6,9
,, Travancore	Alleppey	,,	577	13,332		55,3
Other sorts (including lac	Malliapuram	**			107	5,4
From Bombay	Chief port	cwts.	130	5,079	99	4.8
,, Madras	Chief port	11	4,312	36.868	4.135	35,8
**	Other ports	**	234	1,359	16	3
,, Burma ,, Bengal	Chief port	**	3	20	186	
arthenware & porcelain	All ports	onware	1	40	7	
piping)	texemonia care	ionware	1	ŀ	ł	
From Sind	Karachi			100		i
", Bombay	Chief port	***			1	1
,, Madras	Chief port	***		5,697		3,6
	Other ports					
,, Burma	Chief port			2,287		1,4
,, Bengal	All ports			4,309		5
Biliar and Orisea				50		'
Fodder, Bran & Pollards (ir	cluding hay & str	aw but		"	1	
excluding oil cake)— From Bombay			]	1	1	
, Madras	Chief port	cwts.				
D	Chief port.	**	37,456	1.03.014	35,773	1,04,4
	Other ports	,,		1,00,019		
,, Bengal Oilcake (all sorts)—	All ports	33	706	1,315	339	1,1
From Bombay	Children (		1	1	1	1
, Madras	Chief port Other ports	cwts.			1	
,, Burma	Chief port	"	3	588		
,, Bengal	All ports	11	12			۱ ۱
,, Bihar and Orissa Fruits and Vegetables—	*** ***	,,	1	1	1	
Fresh Fruits—			1	1	1	1
Cocoanuts						
From Bombay	Chief port	No.				
,, Madras	Chief port	210.	1		1	
"Burma "Bengai	Chief port	**	20,525	"i,117	151,060	9,8
Other sorts-	All ports	**	148,644	8,868		14,0
From Sind	Karachi		1		1	
Madras	(Chief nort			600		23.5
,, mauras	· Other ports			7,175		7
,, Burma	Chief port		1	5,630		16,9
,, D1	"Other ports			15	il	
,, Bihar and Orissa	All ports			3,730		
Vegetables, fresh of all From Bombay	kinds Chief port					٠- ,
M - A	Chief port					12.7
. ,,	" Other ports			90,111		12,1
", Bengal	All ports			13,599		6,4
,, Burma	{Chief port Other ports		1	31,71,626		28,11,0
	Other ports		1	-77,71,020	1	

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# COASTING TRADE.

Substant showing the quantity and value of Country goods imported constraints from Indian parts into the Bengal Presidency in the official years 1922-23 and 1925-24.

			Indian	Produce as	ıd Manufact	ures.
Articles and ports v	whence imported.		1922	-23.	192	3-24.
Management	,		Quantity.	Value in rupees.	Quantity.	Value in rupees.
Fruits and Vegetables, drie	d salted or preserv	ed				
From Bombay	Chief port	tons.	54	39,044	102	39,015
" Madras	Chief port Other ports	,,	1	1.850	1	600
" Burma	Chief port	- "	9	9,420	15	2,200
Bengal	All ports	**	29	3,345	243	3,740
Bihar and Orissa		**		***	1	130
Glass and Glassware-	Chief port		l 1	3,980	1	
From Bombay Madras	Chief port			0,000	1	
"	Chief port			4,422	1	5,724
" Burma	Other ports				1	15
" Bengal	All ports		[	2,854		1,920
" Bihar and Orissa				. ***		
Gmin, Pulse and Flour— Birley—						
From Bombay	Chief port	tons.				
"Burma	Chief port	17			4	3,520
" Bengal Gram—	All ports	19	1	1,000	1 1	5,020
From Bombay	Chief port	tons	l l	200	d	
	(Chief port		97	18 644	51	7,152
,, Madras	Other ports		1,137	2,00,043		32,363
,, Burma	Chief port	99	76			10,626 3,19,509
" Bengal " Bihar and Orissa	All ports		1,270			0,10,000
Jowar and Baira-	***	**				
From Bombay	Chief port	tons.	1			
" Burma	Chief port	,,			45	4,826
	Other ports	,,,				J
Pelse—	All ports	**				
From Bombay	Chief port	tons.	1	65	3	
" Sind	Karachi	**	1 '			
Madras	J Chief port				29	4.000
	Other ports	"	62	12,55		5,19,665
" Burma	Chief port	**	903			
" Bengal	All ports	"	465		i 74	13,940
Bihar and Orissa		,,	165			
Rice in the husk (paddy)-	-					1,10,200
From Burma	Chief port	tons.	772	66,55	7 1,410	
" Bengal	Other ports	"	628	53,86	466	34,36
, Bihar and Orissa		,,	2,857			
Rice not in the husk-(cl	eaned)				1 .	1 400
Form Bombay	Chief port	tons.		32		406
" Madras	(Chief port	**	36,899	62,29,75		26,50,879
" Burma	Other ports	"	17,781	23,06 95		21,30
, Bengal	All ports	.,,	1,471	2,70.00	9 630	1,34,38
Bihar and Oriesa		,,	13,313			12,46,11
Broken Cleaned Rico-		tons.	1	l	8 3,572	4.11.83
From Burma	Chief port	tona.	1,925 276			
" Bengal	All ports	. ;;	l */"			
" ongai			1 "		1	

### IMPORTS.

Statement showing the quantity and value of Country goods imported coastwise from Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24

			Indian Produce and Manufactures,				
Articles and ports	whence imported.		1922	-23.	1923	3-24.	
			Quantity.	Value in rupees.	Quantity.	value in rupces,	
Other sorts—							
From Burma	Chief port	tons.	354	62,724			
	"\ Other ports	**	607	1,10,428			
" Bengal " Bihar and Orissa	All ports	**			332	64,9	
Wheat-		,,		***			
From Bombay	Chief port	tons.					
** *	Chief port	**					
	\ Other ports	**		***			
", Burma	Chief port	**	146	30,800			
,, Bengal Wheat Flour—	All ports	**					
From Bombay	Chief port	tons.	[	18	1		
	Chief port	conn.		18			
,,	( Chief port		1	209	3		
,, Burma	Other ports	,,	1		3		
,, Bengal	All ports	**	871	2,29,204	788	1,90,6	
"Bihar and Orissa		**					
Other sorts-							
From Bombay	Chief port	tons.		***	1		
, Madras	Chief port	**					
	Chief ports	,,,	5,645	6,42,703		1,28,	
,, Burma ,, Bengal	All ports	**	5,645 26	4 707	1,076	1,28,	
Gums and Resins—	zan pores	"	20	4 /0/	76	10,	
From Bombay	Chief port	cwts.	1,144	34.958	1,755	45,	
. Sind	Karachi	11	458	10,620	242	5,0	
Madeso	/ Chief port	17	15	350			
,, Militas	Other ports	**			39	1,9	
., Burma	Chief port	**	12,023	2,73,825	13,124	2,02,	
D	\ Other ports	27					
,, ,		.,					
Hardware and Cutlery (in implements and plated-w	eluding agricultur	al					
From Bombay	Chief port			42,279		83.5	
" Sind	Karachi			800		1.	
	f Chief port			2,746		Í.	
" Madras	"(Other ports			5,616		9,	
Burma	Chief port	***	:::	38,350		1,05	
n	" Other ports			550		3,	
Dillion and Origen	All ports			21,744		37, 6,	
Hemp— Raw—				51,366		. 0,	
From Burma	Chief port	cwts.	1 1		ا ا		
" Bengal	All ports	GW(a.			248	4.3	
,, - 0	•	,,,			248		
Manufactures (excluding			i i				
From Burma	Chief port		1				
,, Bengal Hides and Skins, raw—	All ports	***	1,990			1,9	
Cow Hides-				1	1		
From Madras	Chief port	tons.		l	1	2,0	
,, Burms	Chief port	**	5	3,220	52	43,5	
D-mont	" Other ports	99		,	- 1	1.7	
Diller and Onland	All ports	**	290	3,3 13	367	4,00,0	
,, Bihar and Orissa	***		0	90	: 0		

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# COASTING TRADE.

Summer showing the quantity and value of Country goods imported coastwise from Indian parts into the Bengul Presidency in the official years 1922-23 and 1923-24:

	1	Inc	lian	Produce as	d Manufaet	iures.
Articles and ports whence imported.		1	922	-23.	1923-24.	
Articles and ports whence imported.		Quanti	ty.	Value in rupees.	Quantity.	Value in rupees,
			-			
Buffalo hides—		,	11	4,450	31	23,10
From Burma Chief port	tons.		11	. 4,400	*1	20,10
	' ''					
D All norte	"	1	8	4,210	23	19,68
Piller and Origin	,,			- 60		5.494
Other Hides-		ľ				1,00
From Burma Chief port	tons.					1,00
, Bengal All ports	**					,
"Bilar & Orissa	17					
Skins (raw) — Goat Skins —		i		)		
From Madras Chief port	tons.	١				
(Chief port			3		1	4,34
Burma Other ports				250		
"Bihar and Orissa "	,,,					71.60
" Bengal All ports	91	l	22	83,930	18	/1,00
Sheep Skins-		1		1		
From Sind Karachi Burma Chief port	tons.	1 :::			1	96
	"			i	1	
" Bengai All ports " Bihar and Orissa.,	"			1		
, y man and organi.	,,				1	
Other skins-		ſ			( .	1.0
From Burma Chief port	tons.				- 1	1,50
"Bihar and Orissa …	13	· ···				
Leather		1		1	l	100
Hides, dressed or tanned—		1				
From Madras Chief port	tons.	1			41	79,2
(Chief post	,,			1,03	16	
" Other port	,,				30	12,9
, Bihar and Orissa	**	***		200	· · ·	
end a second		ŀ				
Skins, dressed or tanned— From Bombay Chief port	tons.	l				′
	tons.			1	49	1,06,8
n (Chief port	,,			500		1,4
,, Burma Other ports	,,		- {	1,500		
		1		1	1	
Unwrought.	owts.					
From Madras Chief port						
" Burma Chief port	"	1	- 4	1,22	2	3
, Bengal All ports	"			1'		
, Bibar and Orissa	11				***	
danufactures (ex boots and shoes)— Saddiery and harness—						
n n (Chief port	***			44		1
Other ports						
", Bengal All ports						
*		1		1	1	1
Other sorts From Bombay Chief port		l		500		
From Bombay Chief port		1				., 13,1
Burma Chief port				1,550		1,3
", Bongal All ports				100		

Statement showing the quantity and value of Country goods imported constrains from Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24.

Horn tips and pieces of horn and hornmeal   Prom Bombay   Chief port				Indian	Produce a	nd Manufac	tures.
Horn tips and pieces of horn and hornmeal—  From Bombay   Chief port   No.   Chief port	Articles and ports	whence imported.		1922	1-23.	1923	24.
From Bombay   Chief port   evels   0.54   0.034   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.				Quantity.		Quantity.	Value in rupees.
From Bombay   Chief port   evels   0.54   0.034   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.708   3.	Horn tips and pieces of hor	n and hornmeal-					
America (Other jorets )		Chief port	cwts.	654	9,534		39,59
Barma	Madras	Chief port				2,660	21,40
Balan   Chief port   Company   C							71,4 2,3
Rengal	. ,, Burma	· Other ports				1	
National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National College   National Co	,, Bengal	All ports				8	5
Ray	" Bihar and Orissa		,,	2	40		
Ray	luta						
From Bornhay   Chief port   Val.   St.				1			
Barma   Chief port	Raw-						
Rengal   All ports   129   2,709   986   1,81		Chief port					
Bilar and Orisea							
Manulactures   County Bage	Bihar and Orissa					986	1.81.7
Gunny Albert   Chief port   No.   25.200   12,600   1,113   3   3   3   3   3   4   3   3   4   3   3	6 Table 2011		"	2,120	3,17,297	1 350	.,01,1
From Bornhay Chief port yds.	Manufactures—					ĺ	
Madras	Gunny-Bags-						
Madras   Gulef port   1,750   6,244   44,250   50   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,750   1,	From Bombay	Chief port	No.	25,200	12,600		
Darma	, Madras	Chief port	,,			8,113	3,6
Bengal   19ther ports   1122   411   2,100   308,323   398,837   191,930   70   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   10		Other ports		15,760			- 6
Bengal   All ports   308,8373   988,857   190,030   70	;; , Burma	Other ports				9 100	50,2
Bibar and Orises   Porbender   ,		All ports				199,930	70.9
Asthikwar   Porhender	, Bihar and Orissa	***		450			2
From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  Chief port  Schoef po	,, Kathiawar	Porbunder	**	460			
From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  From Bornhay  Chief port  Schoef po	Gunny-Cloth-						
Maries   Chief port	From Bombay	Chief port	vds.	33,000	15 440	59.464	24,3
Canvas		Chief port					
From Burma	,, Burna	Chief port	11				
Rope and Barbas	Canvas						
Rope and Twine—  From Bombay   Chief port   cwts.   20   1.770	From Burma	Chief port	vds.	1 1		-1	
From Bombay   Chief port   cwts.   20   1,770	m a materia						
Madras		Chief					
Burran   Chief port		Chief port					
Rengal   All ports   131   3,005   46	,, Burma	Chief port			290	6	
Daniar and overseas		All ports		131			9
Other kinds— From Bombay Reagal All ports , 50 785 00 2 Reagal All ports , 50 8,355 11 Travancore Alleppecy 11 Lac— Stick— From Bombay Roman Chief port cuts, 30 30 11 Lac— Stick— Roman Chief port cuts, 30 30 30 11 Lac— Stick— Roman Chief port cuts, 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30	"Тиомонови						
From Bombay Chief port evata. 20 785 65 07 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Amopheey	**			20	6
Bombay						-	
Bound		Chief port	ewts.	20	785	69	2,2
Marian   Chief port   Chief p			,,,	89	8,355		
Lac_		Alleppeev			***		1,4
Stok- From Bombay Chief port owts. , Madrus   Chief port owts. , Madrus   Chief port owts.   Other ports   Chief port		ppc.y	**			11	. "
From Bombay Chief port owts,				1 1			
(Chief port ) 30 (Other ports ) 53,607, 55,65,67,6 (63,788, 61,83,	From Bombay	Chief nort					
Other ports   Chief port   53,607 55 55 575 63,758 61,83,		Chief port					41
	,, madras	Other ports		J		30	
(Other ports object)	, Burma	Chief port		53,607	55 65 675	63.758	61,83,2
		(Other Ports			.00,00,010	00,100	**

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## 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 1922-23 and 1923-24.

		}	Indian Produce and Manufactures.				
Auticles and ports	whence imported.		1922	23.	1923-	24.	
Wateres my learns	andino in-parameter		Quantity.	Value in rupees.	Quantity.	Value in rupees.	
Other kinds (ex lac-dye)			20	man	31	7,740	
From Madras	Chief port	ewts	26 1,307	1,90,847	138	16,540	
, Burma , Bengal	Chief port	"		1,00,047		***	
nongat	" Tru Loren	"					
Liquora—					1		
Alc,Beer and Porter-	Chief port	gals.			45	33	
From Bombay Madras	Chief port	gain.	1 :::			۱	
, Bengal	All ports	,,			17	14	
,,			į.			50.3	
Spirits-			1		1		
Other sorts— From Madens	Chief port	gals.	1				
, Bengal	All ports	٠,,					
., Burma	Chief port	11					
Other sorts of liquors-	Othermonte	gals.		1	1		
From Madras Bongal	Other ports	gain	871	2,47		4,10	
, Bengal	zin porto	,,			1	1 .	
Machinery and Millwork-				. 39	5	6:	
From Bombay	Chief port			. 00	9	1,8	
, Madras	Chief port			1,00	0	10,2	
, Burma	" Other ports					1771	
" Bengal	All ports			2,00		*	
Manures-			1			1	
Bones-			1				
From Bombay	Chief port	tons			5	0 3,6	
" Sind	Karachi (Chicf port	17			l "	1	
,, Madras	" Other ports	,,		1			
, Bihar and Oriss		"	1	8 . 50	77	i 2	
, Bengal	All ports	**	1		1 .	1 *	
', Burma	Chief port	,,,			1	1	
*** The 1871	··· Other ports	. "		1	1		
		"			ŀ		
Otherkinds—		ton	. [	1			
From Bombay	Chief port	toni	1 :::				
,, Madras	Other ports	,,	1	10	56 56	5 . 66,2	
" Burma	Chief port	22	1			***	
,, Bengal	All ports	93				1	
Mats and Matting-	Chief port	S. yds		l	1		
From Madras	Other ports		56		50 46	10 8	
,, Burma	Chief port	. ,,	34		01 23 11,50	16.	
" Travancore	Alleppey	"	7,57 331,31	3 8,5 5 15,3			
Metal " Bengal	All ports	,,	331,31	10,0	10,20	T . "	
Metals and Ores— Brass, Bronzo, and simi	lar amalganis—		1	1	1	1	
Unwrought-		1		1	573	2	
From Bombay	Chief port	ewts		6 22,9	05 51		
, Burma	Chief port	. ,,		J	"		
,, Bihar and O	UBatr	,,		1		.1	

### IMPORTS.

Statement showing the quantity and value of Country goods imported coastwise from Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24.

		1	Indian Produce and Manufactures,				
Articles and nort	s whence imported.		1922	-23.	1923	-24.	
			Quantity.	Value in rupees.	Quantity.	Value in rupees.	
Metals and Ores-(concid. Brass, Bronze and simil Wrought- From Bombay ,, Madras ,, Burma	) ar amalgams—{concid Chief port {Chief port Other ports {Chief port Other ports } Chief port Other ports	cwts.	112   34	:::	65   53	4,550	
" Bengal " Bihar and Ori	All ports	"	180	20,176		38,38	
Copper— Wrought— From Bombay ,, Madras ,, Burma ,, Bengal Iron—	Chief port Chief port { Chief port	owts.	100 6 20	500		33,94 7,35 30 1,83	
Cast (Pig)— From Burma ,, Bengal	Chief port Other ports All ports	tons	::: i	20  840	6	4 75	
Wrought— From Bombay ,, Burma ,, Bengal	Chief port Chief port Other ports All ports	tons		235	2 5	60 98	
Other sorts— From Bombay ,, Burma ,, Madras ,, Bengal ,, Bihar and Oriss	Chief port Chief port Other ports Other ports All ports	tons	7 16		74 18 1 1 1 3	14,47 7,22 43 22 1,12	
Tin— Unwrought block— From Bombay ,, Burma Wrought (including pla	Chief port {Chief port Other ports tes or sheets not being	owts.	 60 40			3,48,49 84,14	
iron)— From Bombay ,, Burma ,Bengal Motals, Unenumerated	Chief port Chief port All ports	owts.	1	 42 100	5	18	
From Bombay ,, Madras ,, Burma ,, Bihar and Oriss ,, Bengal	Chief port { Chief port Other ports } Chief port Other ports Other ports	owts.	90  24 266	6,436  860  12,029	970 23 62 911 29 167	46,97 4,12 1,17 30,28 1,02 8,07 8,06	

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# COASTING TRADE.

IMPORTS.

Subsect showing the quantity and value of Country goods imported coastwise from Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24.

		-		Indian Produce and Manufactures.			
Articles and ports		oo imported.		1922	-23.	1923	24.
Articles and ports	s wher	ico importoni		Quantity.	Value in rupees.	Quantity.	Value in rupees.
01-							
Mineral— Benzine Petrol & Ben From Burma Bengal		Chief port	gals.	3,792,960	60,33,419	4,125,760 	76,74,09
. Benzol & other Moto: From Burma	Spir	its Chief port		1,677,030	23,28,171		
Kerosene— From Burma ,, Bengal		Chief port All ports	gals.	61,701,700 6,182	3,18,05,988 5,145		
Labricating Oils— From Bombay Madras		Chief port Chief port	gala.	4,958 2.249	12,120 5,096	298,116 6,519	4,60,3 10,7
" Burma " Bengal		Chief port All ports	"	944,404 684	17,89,038 1,650		20,25,9 9,5
From Bombay ,, Burma		Chief port Chief port	ewts.	16	ïi,760	664	ïi,ı
Other kinds— From Bombay		Chief port	gals.	1,216	3,981		2.7
" Madras		Chief port	,,	488	562	5.760	
" Burma		Chief port Other ports	"	3,551,593			
" Bengal		All ports	"	5,702	4,000	100,414	,
Vegetable, non-essential— Caster—			1-	240	190		
From Madras ,, Burma		Other ports	gals.	240			
" Burma " Bengal		Other ports All ports	"	1,200	2,880	195	
Coreanut-			1	60	17:		
From Madras		Chief port Other ports	gals.	2,532,769	67,04,43	2,237,901	59,38,
" Bengal " Cochin—Maliap	uram	All ports	"	36,596 93,58	2,60,81	70,218 2,23	1.73.
" Burma " Travancore		Chief port Alleppey	"		:::	2,25	
Earthnut or Groundnut	_						l
From Madras		Chief port	gals.	1,96		5 41,01 0 1,68	
" Burma " Bengal		Chief port All ports	"	1,20		6 72	
Linscod— Bihar and Oriss	a		,,				n
From Madras	•••	Chief port	gala	17	2 59	9 27	5
Mustard or Rape-		All ports	,,	3	6 14	10	1
From Bombay		Chief port Chief port	gals.			58- 104,33-	
, Bongal			"	123,49	3,63,29	104,33	3,00,

Statement showing the quantity and value of Country goods imported coastwise from
Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24.

			Indian	Produce an	d Manufact	ures.
Articles and ports	whence imported.		1922	-23.	1923	-24.
Articles and poster			Quantity.	Value in rupees.	Quantity.	Value in rupees.
Oil—(concld.)						
Til or Jinjili-(Sesamum)-	Chief port	gals.				
From Bombay Madras	Other ports	511			1,344	4,61
, Burma	Chief port	,,,				
,, Bongal	All ports	"	72	260	48	18
Other sorts-						- "
From Bombay	Chief port	gals.	1.867	4 500		
, Madras	Chief port	17	20,940	30,473	2.999	4.5
	(Chief port	gals.			336	\$1
From Burma	Other ports	,,	202		141	3,9
" Bengal	All ports	**	10,032	19,253	9,476	. 23,8
,, Bihar and Orissa			01	46		
Other kinds of oil-						1.9
From Bombay	Chief port	19	150,276	1,72,70	188,525	
···,, Madras	Other ports	11	150,270	1,72,70		1
" Burma	Other ports	11			297	6,8
" Bihar & Orissa		11			120	
,, Cochin	Maliapuram	91				
Paints and Colours (including	ng painters' materia	ls)—	1			
From Bombay	Chief port			13,79	7	34,5
24.3	(Chief port			3,71		8,0
" Bladras	" (Other ports			3,54 9,28	6	15,
" Burma	Chief port			5,20		1
" Bengal	All ports			2,38	0	1,
,, Bihar and Orissa						
Paper and Pasteboard-						1
Printing Paper-	Chief port	ewt			16	12,
From Burma Bengal	Chief port		8.1		1	
	-	,,		1	1	1
Writing Paper and Enve	olopes—			1.		
From Bombay Burma	Chief port			1	30	3
, Burma , Madras	Chief port			1 1		-
" Bengal	All ports					
Other kinds of paper-			1		1 .	1 .
From Bombay	Chief port	owto				-
,, Madras	Chief port	,,				1
,, Burma	{Chief port Other ports	,,		3 2	85	1
,, Bengal	All ports	,,		66 1,2		31
Pasteboard, millboard a						1
100		KIIIUS-	į.	1	1	100
From Bombay	Chief port	owt	s. 7	00 8,	100	1 :
,, Burma	Chief port	,				
" Travancore	(Other ports			12	100	1 10 000
, Gravancore	meppey	٠. ،	, 100	***		'

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# COASTING TRADE,

Substant thousing the quantity and value of Country goods imported coastwise from Indian parts into the Bengal Presidency in the afficial years 1922-23 and 1933-24.

			Indian	Produce an	d Manufact	ures.
Articles and nor	ts whence imported.		1925	1-23.	1923	1-24.
			Quantity.	Value in rupees.	Quantity.	Value in rupees.
Provisions and Oilman's S	tores-					
Fish-maws and shark-fi From Bombay	Chief port	owts.				
Burma	Chief port	17				
, Madras	Other ports	,,				
., Rengal	All ports	13	4	600	7	2,8
Dried fish (salted)—	01:5		i .			
From Hombay	Chief port	owts.	* ***	***	330 440	7,7
: " Sind Burma	Karachi Chief port	**	2,184	51.174	2,114	7,4
. Bengal	All ports	.,	370	5,245		2,3
, Madras	Chief port					
, Bihar & Orissa		**	9	105	12	1
Dried fish (unsalted)—						
From Bombay Sind	Chief port Karachi	owts.	505	1,838 6,620	135	3,2
	Karachi   Chief port	"	316	0,020	1,093	18,9
" Madras	··· Other ports	**	51	1,635	92	4,4
D.,	··· Other ports	13	275	3,900	749	15,3
" Burma	· · · { Other ports					
" Bengal	All ports	**	8,817	. 2,19,393		2,10,5
,, Bihar and Oriss	a	11	92	98	34	- 4
Ghre- From Bombay	Chief next	owts.			1 ,,	1,7
,	Chief port				18	1,,
, Madras	Other ports	,,			40	3,0
,, Burma	Chief port	"			1	
, Bengai	All ports	19	282	23,855	312	25,1
"Bihar and Oriss "Verawal		"	331	19,580		18,0
, Kathiawar	Porebunder	,,	20	2,694	***	
Other sorts of provision	s	"	20	2,009		
From Bombay	Chief port	cwts.	387	23,051	632	45,2
,, Madras	Chief port	,,	1,478	78,997	984	56,3
	/ Other ports	11	1,649	50,859	2,175	1,26,6
, Burma	Chief port	"	274	14,936		
" Biliar and Oriss	u (Other ports	**				
" Bengai	All ports	"	1,355	24,130	1,311	27,5
Raga and other materials		.,	1			
From Bombay	Chief port	owts.			l	i .
" Madras	Other ports	owis.				
, Burma	Chief port	,,	43	265	261	2.7
	· Other ports	"	18	300		
Bengal Railway Plant and Rollin		**				
P Manual Rollin	g-stock—					
From Madras	Chief port					
, Burma	Chief port			26.09.026		6,04,1
is Durma.	··· Other ports			10,27,733		8,99,4
From Bombay						
" Sind	Chief port	tons	27,832	15,69,770		8,49,
	Karachi	,,		1 00	37	3,
» Madras	Chief port	**	4,056	1,37,437	252	19,
Bengal	All ports	21	14,530	6,55,456		
M 17	terr porces	12			***	

### IMPORTS.

Statement showing the quantity and value of Country goods imported coastwise from Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24.

				Indian	Produce an	d Manufact	ures.
Articles and ports	whe	nce imported.		1922	-23.	1923	3-24.
				Quantity.	Value in rupees.	Quantity.	Value in rupees,
Sceds—Essential—							
Ajwan— From Bombay		Chief next	tons	3	0.00		
		Chief port Chief port		1	840		
,, Bengal	-	All ports	"				
, Bihar & Orissa		m ports	,,				
Coriander—			,,		,		
From Bombay		Chief port	tons	ł			
,, Madras		Chief port	**			8	2,400
,, Bengal	***	All ports	**	1	342	2	681
,, Burma	•••	Chief port	,,	72	22,789	3	750
Fennel— From Bombay		Chief port	tons	10	4,440	96	-18,265
Burma		Chief port	tons			100	
Cummin-		O 1/010	**				3.775.1
From Bombay		Chief port	tons	2	2,567	3	- 2,520
,, Madras		Chief nort		"			
Burma		Chief port					
, Bihar and Orissa			22				
,, Bengal	• • • •	All ports	22				
Fenugreek- From Bombay		Object				1	
Madras		Chief port Chief port	tons	45			
		Chief port	**				
Other sorts—	•••	Omer per	"				1 17
From Bombay		Chief port	tons	22	12,950	3	1,240
,, Burma		Chief port	"	4	870	"	600
,, Bengal		All ports		*			
,, Madras	***	Chief port				18	5,400
Non-essential—						i	i
Castor— From Bombay		Chief port					
		f Chief port	tons				
" Madras	***	Other ports	22	248	46,376		
Burma		Chief port	**				
Bengal		All ports	"	-::			
Copra or Coconut Kernel-	uning.		"				
From Madras		Chief port	tons	1		***	
		Other ports	**			8	2,460
,, Burma		Chief port Other ports	,,	19	8,281	99	32,425 60,894
		All ports	**	162	68,566	132 113	45,730
Travancore		Alleppey	**				40,100
Cotton-		meppoj	**				
From Bombay		Chief port	tons	1			
Burma		Chief port	**	14	3,950	6	3,000
"	***	Other ports	,,,				- 12
, Bengal Earth-nut or Ground-nut		All ports	**	820	1,82,783	1,743	1,42,470
From Bombay		Chief want		1		1	
		Chief port	tons				
,, Madras		Other ports	,,	1,247	1,34,699	399	1,04.014
,, Burma		Chief port	"			399	3,409
., Bengal		All ports	"	15	3,285	14	4,698
Linseed -			,,	10	3,283	1.4	
From Bombay		Chief port	tons	l :			.,
,, Burma		Chief port	**				
", Bengal	•••	All ports	***				****
1 1 4 60 60		e a la fina					

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# COASTING TRADE,

Solement showing the quantity and value of Country goods imported coastwise from Indian ports into the Bengal Presidency in the official years 1922-23 and 1923-24.

			Indian	Produce ar	nd Manufact	ures.
Aut Calen mas	l ports whence imported		1922	-23.	1923	-24.
Articles and	A porte mienee imperee		Quantity.	Value in rupees,	Quantity,	Value in rupees.
Seeds-(concld.)						
Mustard- From Bombay	Ohief port	tons	37	10.000	d '	
Madras	Other ports				148	39,6
	Chief port	"	16	4,899	6	1,1
" Burma	Other ports			76.10	39	6,8
" Bengal	All ports	**	99	19,171	1 00	. 0,0
From Madras	Other ports	s tons			162	36,9
From Bengal	All ports	tons	1	320	1	
Rape From Bombay	Chief port	tons			67	17,6
, Sind	Karachi	***	50	11,237	5	
, Burma	Chief port				]	
Til or Jinjili-					l	
From Madras	Chief port	tons			1	
" Burma " Bengal	Chief port	,,	11	2.100		
" Bihar & O.	risen Kii potto	,,			]	1 5
Other sorts-						2.0
From Bombay	Chief port	tons	, 1	3,677		
" Sind	Karachi	,,		200		3,9
,, Madras	Chief port	, ,,		500	n) 4	
,, Burma	Chief port	8 ,,	9	1.65		2.9
,, Bengal	All ports	**	31	24,57	5 24	10,
Shells and Cowries-	,					20.6
From Bombay	Chief port			3.040		20,
, Madras	Chief port			50,240		39,
D						1
" Burma " Bengal	Chief port			1,000		,
, Pondicher				759	2	
Kathiawa				500	J	
Silk— Raw—			1	ĺ		1
From Bombay	Chief port	lbs.				
, Madras	Chief port					"i.e
Beneal	All ports	,,,			1,319	1,1
Manufactures-				l	1	
From Bombay	Chief port	vds.			1	
	Chief port		170	350		
,, Burma	··· Other port					
Other sorts— From Bombay	Chief port	lbs.	600	3,000		5,5
Burma	Chief port					1.4
" Bengal	All ports	,,	8,69		٠	2,0
Madrag	Other port				1	
Soap-	Object	ewts.	3	50		
From Bombay	Chief port		1 1	45	0: 6!	22,
,, Burma ,, Bengal	Chief port	,	1,35		9 1,075	
"Bihar & C	lrissa	**	1		30	1,0
, Madras	Chief port	. ,	1		1	1.5

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## IMPORTS.

Statement showing the quantity and value of Country goods imported coastwise from Indian ports into the Bengal Presidency in the afficial years 1922-23 and 1933-24.

				Indian Produce and Manufactures.			
Art	icles and ports	whence imported.		1922	-23.	1923	-24.
	The same poor			Quantity.	Value in rupees.	Quantity.	Value ir rupces.
pices-							
Betelnuts-	-,	out a			20.00-		
From Bo	mbay	Chief port	ewts.	743	29,205	588	28,69
, Mo	dras	Chief port	2.7	9	380	39	2,19
		Chief ports	"	990	17,573	5,902	1.500
,, Bu	rma	Other ports	"	330	17,070	0,002	1,52,2
"Ве	ngal	All ports	"	3,468	73,389	3,682	79.3
	ar and Orisea		"		10,000		10,0
Cardamom	8		.,				
From Bo	mbay	Chief port	cwts.			l	
,, Ma	ndras	Chief port	,,	345	70,704	410	1,18,6
.,		(Other ports	**	4,174	10,13,805	3,925	11,97,6
	rma	Chief port	25	41	3,800	23	2,3
	avancore ngal	Alleppey	**	97	25,160	37	10,4
Chillies-	ngai	All ports	22	3	80		
From Bo	mhay	Chief port	owts.			110	
		Chief port		772	30,954	110	3,3
,, Mr	ıdras	Other ports	**	9,615	3,32,080	147	3.9
		(Chief nort	"	309	11,062	1,656	49.7
,, 150	trma	Other ports	"	30.	11,002	1,000	40.4
	ngal	All ports	"	1,242	44.265	688	15,3
,, Bi	har and Orissa		,,	,	,		
Ginger							
From Bo		Chief port	cwts.			26	1,3
" Sin	na adras	Karachi	,,	l	***	201	4,0
	irma	Other ports Chief port	1)	30	1,008	55	1,6
	avancore	Chief port	**	1	225	225	2,9
,, Be	engal	Alleppey All ports	**	3,220	92,145	671	21,2
	chin	Mahapuram	,,	68	2,120		
Pepper-		comajanam	,,		***		
From Bo	mbay	Chief port	cwts.				
	adras	(Chief port	11				
"		" (Other ports	"	17,665	5,19,063	12.059	3,62,7
	ırma	Chief port	**	188	10.482	66	8.6
	avaneore engal	Alleppey		66,213	18,59,715	36,300	10,72,
	ohin	All ports	**	1,461	42,358	631	21,
Other sort		Maliapuram	22	1,274	40,983	681	20,9
From Be	ombay	Chief port					0.0
	adras	Chief port	ewts.	45	815	. 27	2,3
,, Bo	ongal	All ports	22	364	11,468	554	20.9
D.	arma	Chief port	"	309 46	1,425		20,0
"		Other ports	"	۱ ۳۷	1,420		
", Ві	har and Orissa			:::			
Stationery ( From Bo	ox paper)-						
		Chief port	•••		20		2,1
;, M	adras	Chief port		[		·	2,4
Bı	arma	Other ports	•••		200		
		Other ports			170		7,1
,,	engal	All ports			130		1.9
Stone and A		ports	•••		4,337		1,2
From B	ombay	Chief port	tons	1 1	1	5	11,2
	adras	Chief port	12	l i		- 1	
,, B	urma engal	Chief port	"	:::	250		1
, Be		All ports					2,34

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# 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 1922-23 and 1923-24.

		- 1	Indian	Produce a	nd Manufac	tures.
Auticles and par	ts whence imported.		1922	-23.	1923	24.
Articles and por	to whence imported		Quantity.	Value in rupees.	Quantity.	Value in rupees.
Sigar, (16 Dutch standar	l and abovo)-		191	1.08,919	288	1,52,90
From Bombay	Chief port Chief port	tons	191			
" Madras	· Other ports	,,	1,474	7,25,895	1,139	4,36,88
" Burma " Bengal	Chief port All ports	"	1,069	2,160 6,30,388	696	4,50,6
Suar, (15 Dutch standar	d and bolow)-					
From Bombay	Chief port	tons	1	725		3,1
, Madrus	Chief port	**	11	10,019		
, Burma	Other ports Chief port	"	536	1,73,977	1,179	2,42,8
" Bengal	All ports	**	707	77,053	1,060	96,4
fallow and stearine, inch	ding grease and anima	d fat	1	5,93	94	3.5
From Bombay	Chief port	cwts.	164			
, Matrus , Burma	Chief port	11	1,113	39,419	2 169	
" Bengal	All ports	"	30	1,00	2	1
Tes, (black)-	en : t			1,10	31,73	17,
From Bombay Sind	Chief port	ibs.	1,734		n/	
	(Chief port	,,	22,480	14,540	0 20,20	3,09
" Madras	Other ports Chief port	**	3,22 26,410	2,76		
" Burma	Other ports	"	3,360	4.50	0	
" Bengal	All ports	,,	679.04		849,32	1,01,
" Travancore " Cochin	Alloppoy Maliapuram	"	22	*	22,33	13,
Tea (green)—			1	1		2.
From Madras	Chief port	lbs.		40	5,40 3,24	
" Burma	Chief port	,,,	480	40	0,22	1 -
Tobacco— Unmanufactured—						
From Madras	Chief port	lbs.			99,38	
m	Other ports	**	4,379,977	7,58,440	246,930	
, Bengal	All ports	"	110,760	24,24	₹ 2,418	5,
Manufactured -	80	"	30,260	4,56	55,720	, ,
Cigare	01.1.5	lbs.			l	
From Bombay	Chief port	108.	21,10	57,49	29,16	67
,, Madras	· Other ports	**	84,98		966 80,400	1,19,
" Burma	· · · Chief port	"	9,27	12,85	7,220	10,
Cigarettes-	All ports	,,	1,270	80	B	
From Madras	Chief port	lbs.	14		38,168	
	··· Other ports	"	2,42		8.470	54
" Burma " Sind	Chief port	"			1.250	, 5,
" Bengal	All ports	"	. 4,015	5,90	5,250	5,
" Bombay	Chief port	22			1	

			India	Produce a	nd Manufac	tures.
Articles and ports	whomen imported.		1922	-23.	1923	-24.
Arabies and ports	whence imported		Quantity.	Value in rupees.	Quantity.	Value in rupees.
Other sorts—						
From Bombay	Chief port	lbs.		***		25
,, Madras	Chief port	**		5.826	12.696 51,926	10,8
,, Burma	Chief port	"	9,876		01,020	15,67
,, Bengal	All ports	,,	11,263	2,890	1,556	15
,, Bihar and Orissa		,,	2,912	364		
Umbrellas including Parasol	ls & Sunshades					
From Burma	Chief port	No.	245	689 100		3,63
,, Bengal Wax of all kinds, other tha	All ports n paraffin wax (e:	xeluding	50	100	20	(
eandles)— From Bombay	Chief port	cwts.			18	45
, Madras	Chief port	11				
, Burma	Chief port	**	439	13,437	800	28,77
		,,,				
,, Bengal ,, Bihar and Orissa	All ports	"				
Wood & Timber, (timber otl Teak wood—	er than railway sl	eepers)				
From Bombay	Chief port	c. tons	l l	30	2	51
., Madras	Chief port	**		***		1
**	Other ports	99	42.961	91,96,648	45,706	
", Burma	Chief port Other ports	"	10,286	21,95,319		20,57,9
,, Bengal	All ports	"	10,200	360		
,, Bihar and Orissa Other Timber—		,,	1	160		
From Bombay	Chief port	tons	1 1			·
34.4	Chief port	11	101	6,982		
,, Madras	Other ports	**				n 00 a
,, Burma	Chief port	**	4,357	6,64,973 26,38,169		8,28,6 13,13,1
. Bengal	All ports	"	15,004 4,126	4,56,737	5,268	3,97,1
, Bihar and Orissa		"	4,120	-10-41	1	3
,, Travancore	Alleppy	- 11	1	393		
Fire wood — From Burma	Chief ports	fons		200		
Bengal	All ports	,,		200	9	2
Ornamental wood-		.,				
From Bombay	Chief port Chief port			65,518		54,9 5,7
,, Madras	Other ports	***		3,300	***	
., Burma	Chief port	***				
,, Bengal	All ports					
Manufactures of wood, eabinetware-	other than furnit	are and				
From Bombay	Chief port					5,4
" Sind	Karachi			30		
, Madras	Chief port			446		0
	" Other ports Chief port			***		10,8
· ,, Burma	Other ports			6,945 2,335		6
,, Bengal	All ports		:::	6,956		6,9
,, Bihar and Orissa			:::	1,243		3,5
,, Travancore	Alleppey		1	123		15,6

# 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 1922-23 and 1923-24.

							od Manufact	
٠.,	articles and ports v	vhene	e imported.	1	1922	23.	1923-	
٠. '	a Course IIII				Quantity.	Value in rupecs.	Quantity.	Value ir rupees.
Il'ool								
Raw			Chief port	lbs.			106	1
	Burma turcs—		Omer Inser		1	878		21,2
Prom	Burma		Chief port			300		
	Sind		Karachi			170		
	Travancore		Alleppey					
	Bombay	***	Chief port		1			
Other te	xtiles (raw)—		Chief port	cwts.	7	800		
	Bombay		Chief port					
	Madras Burma		Chief port		367	4,705		
"	Bengal		All ports	,,	402	9,830	,	l
Other to	extile manufacture				1	2.54	d	1,
From	Bombay		Chief port			300		
- 1	Burma		Chief port			70		
	Bengal		All ports			1	1	į .
All other	rticles of merchar	ittise-	-		1	1	1	1,01
	ifactured—		Chief port			7,31		1,01
	Bombay Sind		Karachi			67		2
23	omu		Chief port			6,00		78
	Madras	{	Other ports			37,07- 39,98		54
		- 1	Chief port			39,98	3	
**	Burma	··· 1	Other ports			86,06		60
	Bengal		All ports	***		30,00	9	1
,,,	Bibar and Orissa		***	•••		1	1	
	etured—		cu t t mont			67,53	9	60
	Bombay	•••	Chief port Karachi			30	0	50
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Sind		Chief port			16,38	6	1 6
	Madras		Other ports			1,02,50	0	3
			Chief port			57,83	14	1 "
,,	Burma		Other ports			4,86 31,85		3
	Bengal		All ports			31,00		
,,	Bihar and Orissa					15		
	Travancore		Alleppey			**	~	
27	Goa	•••	A4 - 15		1 1			
20.1.21	Cochin	•••	Maliyapuran		.	1	. I	0 40 0
rough me	rehandise— Rombay		Chief port			7,94,76,20	96	9,49,9
rron	Sind		Karachi			3,78,3	17	57.1
"			(Chief port			26,80,83		2.20.4
. ,,	Madras		Other ports			7,77,36,66	33	17.33.3
	D		Chief port			84.32,3	11	45.2
"	Burma		Other ports			82.81.3		86,6
**	Bengal		All ports			7	52	000
11	Pondicherry			:		39,52,5	86	23,3
. "	Travancore	***					00	22,0
"	Kathiawar Bihar and Oriese					25,38,6		3,4
"	Cochin					3,99,4	48	
- 22	Goa					10,1	74	3
-11	Perebunder					10,1	/4	1 .
"	Verawal	•••				20,29,40,0		21,53
			f Merchandise					

Statement showing the quantity and value of Foreign goods exported coastwise to Indian parts from the Bengal Presidency in the afficial years 1922-23 and 1933-24.

			1	Foreign Me	rchandisc.	
Articles and ports t	o which exported.		1922	-23.	1923	3-24.
	•		Quantity.	Value in rupees.	Quantity.	Value in rupees.
Animals, living—						
Horses— To Burma	Chief port	No.	6	5,800	,	1
,, Bengal	All ports	110.	l "I		1	60
Other kinds—						
To Bombay	Chief port	No.				
,, Burma Apparel (including draper)	Chief port		1	50		
cluding hosiery)—	y, unitornis, etc., i	out ex-	i l		1	
To Bombay	Chief port			12,595		
" Sind	Karachi			700		5.00
,, Madras	Chief port Other ports			1,241		8,20
	Other ports			1 10 100		2,25
,, Burma	Chief port Other ports			1,43,133 42,043		87,81 53,55
., Bengal	All ports			13,671		1,05
" Kathiawar	Virawal			50		
Arms, Ammunition and Mi	litary Stores-					
Fire-Arms and parts the To Madras						
	Chief port Chief port	***		7,134		
,, Burma	Other ports			2,078		7,64 2,14
,, Bengal	All ports			830		2,19
,, Bombay	Chief port					15
Dynamite and all other 1 To Burma			1 1			
,, Bengal	Chief port	cwts.		***		
Other sorts—	All ports	**				
To Bombay	Chief port		l I			
., Burma	Chief port	***		7,140		2,00
·	Other ports	***		570		8
,, Bengal ,, Bihar and Orissa	All ports	***		1,423		5
Art, works of—		***		18		
To Bombay	Chief port					
. ,, Madras	Chief port					
,, Burma	Chief port	***				1,13
,, Bengal	Other ports	**				
	-					
Books & printed matter (in	cluding maps & cha-	rts)—	1			
To Bombay	Chief port	ewts.	155	24,123	72	21,0
,, Sind	Karachi	**				1
,, Madras	Chief port Other ports		111	26,775	52	25,21
Burma		"	317	94,610	299	
"	Chief port Other ports	"	317	1,702	14	3,45
" Bengal " Bihar and Orissa	All ports	"	25	2,475	14	
,, Billar and Orissa		22				
Boots and Shoes-			1	1		
To Bombay	Chief port	prs.				
" Madras	Chief port	11111		***		
, Burma	Chief port	"	1,854	6,467	3,304	6,50
,, Bengal	Other ports	22	112	. 820	1,800	15,04
11 Monther	All ports	"	700	2,650	i	

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# COASTING TRADE. EXPORTS.

Subsect theoring the quantity and value of Foreign goods exported coastwise to Indian ports from the Bangul Presidency in the official years 1922-23 and 1923-24.

				Foreign Me	rehandise.	
	l (s) successful	Ì	1922	23.	192	3-24.
<ul> <li>Articles and ports t</li> </ul>	o which exported.		Quantity.	Value in rupces.	Quantity.	Value its
Building and Engineering m	aterials (other than o	f iron				
steel or wood.)— To Bombay	Chief port			18,500		5,590
	Chief port			41,000		2,040
" Madras	Other ports			1.96,182	]	19,47
Burma	Chief port	•••		1,96,182		2,84
P1	Other ports			9,920		60,00
" Bengal " Bihar and Orissa	An ports					
" Pondicherry						
Cabinetware and Furniture			1	4,51		
To Bombay Sind-Karachi				1,01		3
	Chief port					2,4
" Mudras	Other ports					6,0
,, Burma	f Chief nort		***	9,900 2,87	8	2,1
	Other ports	***		54		-71
" Bengal farriages and Carts (exclud	All ports ling railway carriage					
parts thereof)— To Bombay	Chief port			7,61	2	9,4
" Sind	Karachi			5,00		10,0 58,0
,, Madras	∫ Chief port			35,25 1,50	0	3,
,, 244011113	Other ports	***		12,61,11	2	9,37,
" Burma	Chief port Other ports			45,98	9	23.
" Bengal	All ports			39,45		28,
Chemicals and chemical	preparations (ex cl	emical		1	1	
manures and medicines)				12,48	g	
To Bombay Sind	Chief port			1,20	io	
	Chief port			2,99	15	, "ì,
" Madras	··· Other ports			1 22		23.
" Burma	Chief port			38,30 2,14		20,
	Other ports			8,34	6	14.
,, Bengal ,, Bihar and Orissa	All ports			2,6	75	
, Pondichorry						
Clocks and Watches-			1	1		
To Bombay	Chief port	No	·		1 :::	
" Madras	Chief port	"	1			8
D	Chief port	,,	1,8	21 8,5		69 5, 16
" Burma	Other ports	. **		70 1,6	00	10
Cordage and rope of veg	etable fibre (excludi	ոց յա	0			1
and cotton)— To Bombay	Chief port	cwts		5 2,7	00	
, Madras	Chief port	,,				,
n mauras	Other ports	**				19
,, Burma	Chief port	27		15 S	70	11 1
" Bengal	Other ports	"			10	10
Bibne and Origon	An porce	"		6 1	50	
Cotton						
Raw—	Othe ports	owt	в	1	50	
To Burnin , Bengal	All ports	22				
s, arongat	Iran		1			

				Foreign M	erchandise,	
Articles and ports	to which exported.		1925	2-23.	192:	3-24.
			Quantity.	Value in rupees.	Quantity.	Value in rupors.
Cotton -						
Waste— To Madras						
	Chief ports	ewts.	481	70.000	1	75
", Burma	"\ Other ports	**	201	12,650 62	• 1	60
Twist and Yarn-	_					
To Bombay	Chief port	lbs.	24,400	34,958	23,600	38,000
To Madras	Chief port Other ports	**	301,300	3,83,784	138,831	2,50,592
,, Burma	Chief port	,,	37 500 663,819	55,890	138,831 17,780 507,721	33,290
	"\ Other ports	"	445,778	7,19,570 10,12,651	396,354	5,71,845 9,12,465
., Bengal ., Bihar and Orissa	All ports		91,655	1,66,366	79,864	1,52,213
,, Biliar and Orissa ,, Pondicherry	***	22	56,225	20,865		***
•	***	**	40,000	58,968		
Manufactures—						
Piece-goods— Grey (unbleached)—						
To Bombay	Chief port	yds.	67,500			
., Madras		yes.	97,140	47,475 41,608	131,800 95,154	52,425 51,197
	" 1 Other worts	,,	155,180	59,165	410,544	1,78,076
,, Burma	Chief port Other ports		3,212,290	14,09,903		18,01,092
,, Bengal •	All ports	"	762,651	4,18,265	605,595	3 13,401
-	··· van porta	**	194,954	88,026	49,701	22,245
White (bleached)— To Bombay	(7)		1			
	Chief port Chief port	yds.	9,920	5,725	20,600	8,769
,, Madras	Other ports	**	30,080 102,980	10,333		1,82,630 28,005
,, Burma	Chief port	"	742,581	50,410 3,91,588	52,630 775,666	
, Bengal	" Other ports	,,,	71,080	48 055	44,980	23,910
Coloured, printed or dy	All ports	23	78,800	42,580	34,160	
To Bombay	Chief port	vds.	39,353			31,310
, Sind	Karachi	yus.	39,353	51,538	112,060	31,310
,, Madras	Chief port	,,			59,672	39.375
m	Other ports Chief port	13	21,250	15,300	27,373	18,953
,, Burma	Other ports	**	2,017,302	14,72,217	1,579,431	10,92,700
, Bengal		11	221,320 36,400	2,01,100 27,450		
Handkerchiefs and Sha	wis in the piece—		1 1	21,400		l
To Burma	Other ports	· No.	116,009	24,540		43,830
,, Bengal	All ports	"	3,600 2,200	1,000 2,200	4 800	2,000
Other sorts To Bombay		"	2,200	2,200		
"Sinnd-Karachi	Chief port			4,700		8,533
, Madras	Chief nort					1,170
,, 24	" Other ports			4.800		4,07
,, Burma				8,750 1,39,690		1,08,914
" Bengal	. " Other ports All ports			12,489		14,174
Cutlery-	-			38,844		14,915
To Burma	Chief port			536		1,425
Madras	Other ports					"
,, Bengal	All ports					
	- Pores					

# 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 1922-23 and 1923-24.

				Foreign M	orchandise.	
futialise and morte	to which exported.		1922	-23.	1923	-24.
Attiess and porce	to union experience		Quantity.	Value in rupees.	Quantity.	Value in rupces.
Brugs, Medicines & Narcot	ies (excluding Chemi	eals)—				
Comphor-	-		100	1 500	11 000	14,22
To Hombay	Chief port	lbs.	168 312	1,500 1,148	11,632	14,22
, Sind , Madras	Karachi Chief port	"	17,476	50,310	34,620	1,02,90
	Chief port	,,	17,061	55,841	15,472	38,78
" Burma	Other ports	"	136	490		
" Bengal	All ports	"				
Other sorts			-	-		00.51
To Bombay	Chief port			20,877		23,53
Other sorts-			. 1	1 5000		.,
To Sind	Karachi			. 1,557		9,30
, Madras	Chief port Other ports			240	100	70
	Chief port			2,05,770		1,22,73
, Burma	··· Other ports			82,666		56,3
" Bengal	All ports			32,306		33,14
"Bihar and Orissa		***		'		
Tolacen-						
Manufactured-					( )	
Cigarettes-				٠.	4 500	23.0
To Bombay	Chief ports	lbs.	7.450	54,351	4,700 125	1,0
, Sind Madras	Karachi Chief port	17	1,300	5,991	4,607	2,9
	Chief port	.,	31,733	1,71,920	16,525	56,0
,, Burma	Other ports	"	8,434	56,993	6,411	47,5
" Bengal	All ports	.,	7,122	10,946	480	9
Other sorts-						
To Sind	Karachi	lbs.			500	3,2
,, Madrae	Chief port	**			1,500	8,9 5,3
, Burma	∫Chief port	33	5,151	8,436	397 782	1,4
	" Other ports	**	401	1,229	102	1,12
,, Bengal Byeing and Tanning subst	All ports	**				
Antline dyes—			]		1 1 1	1.
To Hombay	Chief port	His			6,110	15,6
,, Madras	Chief port	17	7,840	6,300	2,346	7,3
, Burma	Chief port		8,938	29,448	2,340	tin
Other sorts-	Other ports	,,		** ***		
To Bombay	Chief port	owts.	1,091	16,550		117993
. Sind	Karachi				3	377
,, Madras	· Other ports				3	
,, Burma-	Chief port	**	20	3,600		
		12	5 34	150 924	1 7	2
, Bengal arthenware and Percelais	All ports a (excluding pipes of	arthen-	39		"	- 22
ware)-				4,500	[ · · ·	
To Bombay	Chief port	***		4,500		
, Madras	Chief port Chief port			7,184		5,1
,, Burma	··· ) Other ports			4,748		5,0
. Bengal	All ports	***		3,806		. 6

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# 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 1922-23 and 1923-24.

					Foreign M	erchandiso.	
Articles and ports	to which exported.		19	922	-23.	1922	-24.
			Quantit	y.	Value in rupees,	Quantity.	Value in rupors.
Flax-							
Twist and yarn— To Burma Manufactures—	Chief port	lbs.			٠		
Othersorts— To Bombay	Chief port				10.276		1,9
., Sind	Karachi				11,563		14.6
,, Madras	Chief port	***	***		1,233		5,0
	" Other ports Chief port	***		- 1	23,952 22,713		45,1
,, Burma	Other ports				1,707		23,1
,, Bengal	All ports			- 1		1	
, Bihar and Orissa Travancore							
, invancore	Alleppey			- 1	2,287		**
Fruits and Vegetables— Fruits and Vegetables, f	iresh—						
To Burma	Chief port	***		- 1			
,, Bengal	Other ports	***					***
Fruits and Vegetables (dri Dates—	All ports ied, salted or preserve	ed)—					
To Burma	Chief port	tons.		40	9,683	1	1 :
., Bengal	Other ports	53	i	1	560		8
Other sorts— To Bombay	-	,,,			20		
	Chief port	tons.			367	2	
, Madras	Other ports			- 1			l`
,, Burma	Chief port	"		- 1	100	1	1,8
,, Bengal	Other ports	**	1	1	1,000		1
Glass and Glassware— Bangles—	All ports	"			***		
To Bombay	Chief port		l ·		2,853	l	
,, Burma	Chief port Other ports			- 1	340		
,, Bengal	All ports	•••		ı			"i,
Bottles and phials—	ziii porta				2,620		*,
To Madras	Chief port	gross		50	150	452	5,
	" Other ports	11		3	250		3,0
,, Burma	Chief port Other ports	27		369	2,498	433 894	2/3
,, Bengal	All ports	"		547 11	3,734 720	36	
Other glassware— To Bombay		,,	ļ	^^	120		
,, Sind	Chief prot Karachi				30,750		. 1,4
, Madras	(Chief nort			ı		***	24,5
, , numerils	Other ports			- 1	4,880 575		- 4
,, Burma	Chief port		i :::	- 1	87,735		56,8
,, Bihar and Orissa	Other ports	*** ;		- 1	44,797		44,6
, Bengal	All ports			- 1	400		20,7
Gums and Resins—	***			- 1	19,057	***	
To Bombay	Chief port	tons.		i		965	9,6
,, Madras	Chief port	***		- 1			
,, Burma	Chief port Other ports	,,		29	561	40	1,57
	t contr horts	**		14	477	1	20

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# COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Foreign goods exported coastwise to Indian

				Foreign Me	rchandise.	
Astislas and norte	to which exported.		1922	-23,	1923	-24.
Articles and ports	to which exported.		Quantity.	Value in rupees.	Quantity.	Value in rupees.
ruits and Vegetables-con-	eld.					1
aberdashery and Milliner	V	- 1		1 1		l
To Bombay	Chief port		***	7,500		
,, Madras	Chief port			3,000		14,700
,, pintitas	Other ports			FOR	•••	29,675
., Burma	Chief port			80,525 67,694		42,330
, Bengal	Other ports			8,006		6,284
	-	,				
ardware (including agric	ultural implements	and				1
plated-ware)— To Bombay	Chief port			29,790		70,910
,, Sind	Karachi			8,150		4,09
	(Chief port		***	135,267		1,25,67
,, Madras	Other ports			44,114		1,42,19
Burma	Chief port		***	7,97.382		8,50,77
	··· Other ports		***	2,55,118		43,73
,, Bihar and Orissa		***	***	17,890		2,13,44
,, Bengal	All ports		***	3,67,828		2910,20
" Pondicherry " Travancore	Alleppey			240		(
. Porebunder	Amophoy			600		
					{	
struments, Apparatus & A	Appliances, & parts the	reot-			1	ľ
Musical— To Bombay	Chief port		ł	20,774		
,, Sind	Karachi			350		
						1,8
,, Madras	Other ports					59,75
., Burma	Chief port			75,950		39,72
.,	" Other ports	***		1,100		5,51
,, Bengal	All ports	***		2,300	'	
Other kinds-				1.		12,8
To Bombay	Chief port	***		86,763		3,8
" Sind	Karachi			300		14,6
., Madras	Chief port	***		8,702 8,002		1 1
	Other ports Chief port	***		2,47,813		3,08,3
,, Burma	Other ports			5,750		9,6
,, Bengal	All ports			5,785		3,3
Pondichery		***	1			1,4
wellery and plate of go	ld and silver—				l.	1
To Madras	Chief port	***			J	
,, Burma	Chief port	***		6,550	1 :::	
, Bengal	Other ports			2,40		
eather-	IIII porto			1	1	1.
Unwrought-			1	1	1	1
To Madras	Chief port	cwts				1,
"Burma	Chief port	,,,	1	1 30		1
,, Bengal	All ports	94		1		1 "
anufactures (ox boots a Saddlery and Harness-	nu snoes)—		1	L.	1	1
To Bombay	Chief port		1			1
	(Chief port			1,85		1,0
,, Burma	Other ports	4		55	0)	, ,

### Foreign Merchandisc. 1022-23. 1923-24. Articles and ports to which exported. Quantity. Value in Ouantity. Value in rupees. rupces. Manufactures (ex boots and shoes-(concld.) Other sorts— ... Chief port ... Chief port j Chief port Other ports " Madras 3,177 200 1,915 ,, Burma ... 760 ., Bengal ... All ports Ale, beer and porter— To Bombay ,, Sind ... Chief port ... Kamelii { Chief port ... Other ports { Chief port ... Other ports ... All ports 2,850 1,200 10,417 3.094 8.435 3,034 ., Madras .. 2,269 2,528 128 4,858 3,192 3,189 16 309 " Burma 11,172 8,898 530 13 835 " Bengal " Pondicherry 10,864 Brandy— To Bombay ... Chief port 19.895 " Sind 25,076 7,150 7,925 Chief port Other ports Chief port Chief port Other ports All ports 420 Madras 2,188 366 274 57,001 12,367 2,400 2,584 464 gals. 65,908 " Burma 14,654 Bengal ... Chief port ... Karachi ... Chief port {Chief port Other ports 1,420 1,050 1,145 2,903 324 Sind Madras 2,175 928 326 1,672 Burma Bengal ... All ports 4,062 Whisky— To Madras 927 3,239 260 318 .. Chief port ... Chief port ... Other ports 83,711 9,60 11,721 ,, Burma ... , Bengal ... All ports Other sorts of spirit To Bombay 10,745 21,880 ... Karachi ... Karachi ... Chief port ... Other ports ... Chief port ... Other ports ... All ports 2,728 848 , Sind 1,575 27,821 Madras 15,652 602 3.617 1.13.071 480 Barma 46 284 692 1,559 19,158 19,109 Bengal 4,003 Wines— To Bombay ,, Sind ... Chief port ... Kamehi { Chief port ... Other ports } Chief port ... Other ports ... All ports 186 420 514 10,725 12,100 "g 193 97 Madras 1,075 132 2,383 31,345 3,013 25,115 1,251 240 35,189 6,732 26,340 Burma Bengal 2,280

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### 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 1922-23 and 1923-24.

				1	Foreign M	erchandise.	
Α	articles and ports to	which exported.		192:	2-23.	1923	3-24.
				Quantity.	Value in rupees.	Quantity.	Value in rupees,
To " " dachinery To "	concid. sorts of liquors— Bombay Madras Burma Bengal y and Millwork— Bombay Sind Madras Burma	Chief port Chief port Chief port Chief port Other ports All ports Chief port Karachi Chief port Other ports Other ports Chief port	gals.	440	54,583 1,270 52,116 37,325 4,23,130	 10	41,546 12,495 84,105 21,334 2,79,915
"	Burma Bengal Pondicherry	Other ports All ports		:::	40,084 40,161 400		7,855 70,23 1,250
latches— To " " " " "	Bombay Madras Burma Bengal Bibar and Orissa	Chief port gr. Chief port Other ports Chief port Other ports All ports	of boxes	3,750  1,327 98,006 2,100	10,900 699 2,82,685 4,073	50 3,300 180 48,375 3,775	150 7,90 550 1,28,25 6,39
Brass, B	d Ores— ronze and similar ought—	-					
To	Madras Burma Bengal	Chief port Other ports Chief port Other ports All ports	owts.	300	11,400   1,000		4,42
"	ght— Bombay Madras Burma Bengal Bihar and Orissa	Chief port  Chief port Other ports Chief port Other ports All ports	ewts.	51 5 204 42 187 6	2,435 900 28,956 5.243 16,314 500	18 • 148  172 44 16	2,70 14,14 19,42 12,34 1,48
pper— Ore— To Bil	har and Orissa		tons			1	1,00
" Bo " Bo	ght— mbay adras uma engal har and Orissa endicherry	Chief port Chief port { Chief port	ewts.	 60 1,162 6 10 145 10	4,000 83,340 600 735 11,660 680	 251  24 12	17,70 2,80 1,00

			_	Foreign M	erchandise.	
Articles and ports	to which exported.		1922	-23.	1923	24.
			Quantity.	Value in rupees.	Quantity.	Value in rupees.
Metals and Ores—(contd.) Wrought— To Bombay ,, Sind ,, Madras	Chief port Karachi Chief port	cwts.	20	1,080	27	3,45
,, Burma ,, Bengal ,, Bihar and Orissa	Chief port Chief port Other ports All ports	"	34 11 132	3,842 1,510 14,757	234 300 10	7,68 5,19 96
Iron or Steel— Pig— To Bombay ,, Bengal ,, Burma	Chief port All ports Chief port Other ports	tons	25 26 10 1	6,000 3,201 1,315 308	43	
Manufactures— Anchors and cables— To Bombay ,, Burma ,, Bengal	Chief port Chief port Other ports All ports	tons	3 17 1 5	2,495 7,825 350 1,304		 50
Angle, bolt and red— To Bombay ,, Madras ,, Burma ,, Bengal ,, Pondicherry  Bars and Channel—	Chief port Chief port { Chief port Other ports All ports	tons	 24 1 13	 5,685 465 5,445 141		3: 21,50  3,01
To Bombay ,, Sind ,, Madras ,, Burma ,, Bengal ,, Pondicherry	Chief port Karachi Chief port Other ports Chief port Other ports Chief port All ports	tons	32  151  307 25 7	5,565  13,337  81,085 7,184 3,756	 7 14 309 7 10	2,45 2,55 70,99 3,51 3,20
Nails, scrows, rivets, w To Bombay ,, Sind ,, Madras ,, Burma ,, Bengal	ashers— Chief port Karachi Chief port Other ports Chief port Other ports Other ports All ports	tons	2 87 7	300  828  47,527 4,880 4,737	1 7 1	1,8 ( 2,0 1,3 14
Hoops and strips— To Madras ,, Burma ,, Bengal	Chief port Other ports Chief port Other ports All ports	tons		200 60	 	910 

### 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 1922-23 and 1923-24.

		- 1		Foreign Me	rchandise.	
Articles and ports t	o which exported.		1922	-23.	1923-	24.
Attices and porto			Quantity.	Value in rupees.	Quantity.	Value in rupees.
ron or Steel-contd.					1	
Sheets and plates-						
To Bombay	Chief port	tons	15	4,200	27	8,550
" Sind	Karachi	,,		***	2	700
35.3	Chief port	,,	31	21,972	18	7,285
", piadras	Other ports	21	2	462	376	2,924
., Burma	Chief port	**	169	58,383	84	1,38,944
.,	Other ports	"	228 193	73,099	257	40,570 66,651
,, Bengal	All ports	"	195	53,558		
" Bihar and Orissa		"				
" Pondicherry		"			***	
Wire-						
Wire— To Bombay	Chief port	tons				
	Chief port			120		
, Madras	Other ports	"				
•	Chief port		13	7,423		7
"Burma	Other ports	"		50		13
., Bengal	All ports	,,		135		9
Other manufactures of iro		,,,			1	- 3
To Bombay	Chief port	tons			80	15,45
	Chief port	**	104	60,780	3	72
,, Madras	· Other ports	.,	13	2,300		. 7
Burma	t Chief port	"	174	57,968	96	22,48
" Durma	Other ports	,,	29	4,725	4	2,60
,, Bengal	All ports	**	77	38,721	97	41,17
" Pondicherry		**	15	3,217	J	20
" Travaneore	Alleppey	**			1	. 26
Lead—						91,94
To Bombay	Chief port	cwts.	3,660	48,430		
, Madras	Chief port	33	280			
	Other ports	**	13			
"Burma	Chief port	,,			1 20	2,00
D 1		**	72	2,63	1,221	36,35
,, Bengal ,, Bihar and Orissa		13	"	2,00		
Quicksilver—	***	2.2	,			
To Bombay	Chief port	lbs.	1	1		1
, Madras	Chief port	100	21	6,27	336	
	Chief port	,,	25	7,82	2 7,610	16,3
,, Burma	Other ports	,,,			1	1
,, Bengal	All ports	**				
Tin-	•		1		1 .	1
To Bombay	Chief port	cwts.				1 1
,, Sind	Karach	,	1	1,87	1	
Burma	Chief port	***		1	1	1
	Other ports	. "		90		111
" Bengal	Att ports	"	1			
,, Bihar and Orissa	A11	,,	1 1	n 20	··-	
Zine or spelter-	Cl. I of mont	ewts.	6	3,48	n :	
To Bombay	Chief port				"I	· `
,, Madras	Chief port	**			***	
	Chief port	**	1,190	30,03	8	2
" Burma	Other ports	"	3,10	1.95	of a	
				2,80		1 *
,, Bengal	All ports	**	39		1 sc	1,5

Statement showing the quantity and value of Foreign goods exported coastwise to Indian ports from the Bengal Presidency in the official years 1922-23 and 1923-24.

### Foreign Merchandise. 1922-23. 1923-24. Articles and norts to which exported. Value in Value in Quantity. Quantity. rupees. rupees. Iron or Steel-(concld.) Metals, unenumerated— To Bombay ,, Sind Chief port Karachi 2.715 220 Chief port . Madras 120 4,953 340 Chief port 257 22 4.790 3.425 ,, Burma " Bengal ... All ports 13,120 4.080 Mineral— Kerosene-, Burma ... Other ports 1,863 Bengal 2,098 Bihar and Orissa ... Lubricating Oil— To Bombay Chief port 700 1,560 4,154 40 20.432 " Madras ... Chief port 1,067 3,096 480 2,053 7,384 1,190 ... Chief port 13,496 ,, Burma ,, Bihar and Orissa ,, Bengal Other kinds-... All ports 2,000 840 1,500 ... Chief port ! Chief port ... ! Other ports To Bombay gals. 1,516 204 650 ", Madras 1,013 2,700 431 ... Chief port Other ports ... All ports 4.980 8,541 1,252 ,, Burma ,, Bengal ,, Pondicherry Other sorts of oil— 3,465 501 1,515 1,243 ... Chief port ... Chief port Chief port Other ports ... All ports To Bombay gals. ,, Madras 108 141 30 108 ,, Burma 250 31 85 2,681 220 450 .. Bengal 960 , Dungar Paints and Colours (including pointers' materials)— To Bombay , Sind ... Clufe port , Sind ... Karaehi , Madras ... Chief port , Other ports , Darma ... Chief port , Other ports , Darma ... Chief port 27,245 3,360 13,529 4,235 18,524 ... 39,434 7,878 5,658 . 9.057 Bengal Bibar and Orissa ... All ports 6,918 Paper and Pasteboard-... Chief port ... Karachi To Bombay ,, Sind 1,176 ... { Chief port Other ports } Chief port ,, Madras 30,671 ... ,, Burma 33,899 ... Other ports 7,700 Bihar and Orissa ... Bengal Pondicherry ... All ports 7.110 4,837

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# COASTING TRADE.

Subsect showing the quantity and value of Foreign goods exported coastwise to Indian

			1	čorcign Me	rchandisc.	
	arra montal	- 1	1922	23.	1923	24.
Articles and ports t	o which exported.	-	Quantity.	Value in rupees.	Quantity.	Value in rupees.
porisions and Oilman's Stor	09-		1			
Sign—					4	95
To Madras	Other ports	cwts.		***	l 'l	
Bengal	All ports	P	14	255		
Sind	Karachi	,,	19	510		870
" Burma	Other ports	,,,				
Other sorts-			100	13,23	175	5,637
To Bombay	Chief port	cwts	198	90		1
Sind	Karachi		59	7.19	1 146	12,091
Madago	Chief port	,,	35	2,80	0 1,042	79,839
, plantas	··· 1 Other ports (Chief port	"	1,425	1,55,15	1,264	
" Burma	Other ports		364	39,52		
P1	All ports	,,	253	21,80	3 24	10,100
. ,, .				1		
Railway plant and rolling-s	tock—			4,12		5,08
To Bombay	Uniei port					14,40 2.31
" Sind	Karachi (Chief port			14,40	16	79
, Madras	Other ports			10,28	и	11,72
	Chief port			24,9		
,, Burma	· Other ports			1,50	50	1
., Bengal	All ports	***			1	46
Travancore	Alleppy					1
Salt—	ca : c	tons.			2	2,1
To Bombay	Chief port	12				92.08
" Madras	(Chief port	**	54	9 43,6	84 99	8 52,00
,, Burma	Other ports	33			17	3 30
., Bengal	All ports	,,	1,48			
Bibar and Orissa		**	1,30	18 1814.1	.,,	1
Silk-			1	1	1	1 .
Raw	Chief port	Ibs.				
To Madras Manufactures—	Office feate				1	
Piece-goods—			1	Į.	3,3	3,1
To Madras	Chief port	yds.	2,5	18 2,5		00 1,5
, Burnia	Chief port	**		10	,	
" Bengal	All ports	"		1 "	1	00 2,0
Goods of Silk mixed	Chief port	s— yds			3,4	00 2,0
To Burma Other sorts	Chief port	-	1	-	1	
To Bengal	All ports	yds		•		1
	Chief port	. ,,			1 :::	
,, Burma	··· Other ports	"			-	1 0
Seap-	COLL C mont	ewt	. 1 1	64 6,	777	25 2,
To Bombay	Chief port	- CWI	"		1	5
,, Madras	Other ports		1			114 12
	Chief port	,,,	1 4	181 47,	634 792	33 1.
" Burma	Other ports		1	72 5, 28 2,	244	46 1,
,, Bengal	All ports	9.0	1 .	20 2		
Spices-	-					
Betelnuts-	Chief port	ewt	8		20	- :::
To Burma	Other ports			1	20	1 ""
,, Bengal	Senter Person		i	-		

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## EXPORTS.

Statement showing the quantity and value of Foreign goods exported coastwise to Indian parts from the Bengal Presidency in the official years 1922-23 and 1922-24

,					l	Foreign M	erchandise.	
	Articles and ports	to wh	ieh exported.		192	2-23.	192:	1-24.
_					Quantity.	Value in rupees.	Quantity.	Value in rupees,
Spices-	-(concld.)	-						
	moms							
To	Bombay		Chief port	ewts.				
	Burma		Chief port					***
Clove			Omer para	"		***		***
To	Burma		Chief port	owts.				
10	nurma	1	Other ports	***		***		
Nutn	negs		, and the forces	,,		***		***
To	Burna		Other ports	owts.				
	Bengal		All ports					
,,	Madras		Other ports	,,,	4	120		
Pepp	er—			,,,	, "	120		
To	Burma		Chief port	cwts.				
Other	r sorts—			o ça.		***		
To	Bombay		Chief port	owts.			18	45
	Madras		Chief port	U 11 EM.		***		
33	Madras	1	Chief ports		1	80	36	1.80
	Burma		Chief port			- 00	"	
"	Burma	1	Other ports		5	200	S6	6.33
	Bengal	'	All ports	"			2	
Station	ery (excluding paper	)-	I area	"	***	***		
To	Bombay.		Chief port			10,530		13.17
12	Sind		Karachi				1	6.46
	Madras	1	Chief port					39.5
,,,	PROGRES	1	Other ports					
	Burma	- (	Chief port			37,132		69.00
**		1	Other ports			60,746		37.03
	Bengal		All ports			25,059		37.76
**	Bihar and Orissa					300		,,,
						.,00		
Sugar-					- 1	- 1		
	utch Standard and a	bove-		i	- (			
To	Bombay		Chief port	tons,	287	1.20,865	1,035	5,33,6
,,	Sind		Karachi	11	100	42,126	,,	
	Madras		Chief port	"	4,252	18,23,844	4,297	21,50,4
,,			Other ports	- "	1.064	4,93,540	623	2.98,0
. ,,	Burma				747	3,39,375	74	30,78
		7	Other ports	,,	234	79.851	171	94,8
. ,,	Bengal Bihar and Orissa	***	All ports	tons	233	1,04,729	121	50,1
**	Kathiawar		***			300	1	3
	Pondicherry	•••	Bhownagore	"				
10 %	utch Standard and l			,,	25	10,565		***
		GIOM-	- Cm 1 4			. 5,000		
To	Madras		Chief port	tons	50	25,000	38	18,8
			Other ports	,,	- 121	54,750		***
,,	Burma		Chief part		81	10.975		
	Bengal		Other ports	,,	83	7,500	623	55,93
, ,,,	Bihar and Orissa	***	All ports	,,	2,209	1,43,945	1,042	90,00
Ten, b		•••		.,		150		***
			Chine .					
Te	- Burma		Chief port	Thes.		5		***
	Bengal			.,,	1			
Wood-	-Timber-	***	All ports	12				***
	Bombay		Chief				-	
			Chief port Chief port	c. tons		i		•••
		***	All ports	"	1			•••

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign goods exported constraint of Indian parts from the Bengal Presidency in the official years 1922-23 and 1923-24.

		Į,			erchandise,	
Articles and ports t	o which exported,	ĺ	1922	-23.	1923 9	м.
Articles and ports			Quantity.	Value of rupees.	Quantity.	Value in rupees.
Wood-Timber-contd.						
Manufactured-	Chief mont					1,344
To Bombay	Chief port (Chief port				]	2,300
" Madras	Other ports			80		7,500 878
	Chief port			1,755		
" Burma	· Other ports		***	1,285		,,
Unmanufactured — To Burms	Chief port					
Wool-Raw-	Chief port	lbs.	32,340	13,095		2,50
To Bombay Sind	Karachi				4,550	2,00
Manufactures Piece-goods	-				1	
To Bombay	Chief port	yds.	3,369	8,68	3,360	5,27
,, Burms	Chief port	,,	3,50		1	
Other sorts	Other ports	55			1	8,1
To Madras	Chief port	ll·s.			1,12 8,15	
	Chief port		2,78		1,89	
"Barma	Other ports	31			,	
, Bengal	All ports	,				
Other textiles (manufactur To Burma	en)— Chief port					
,, Bengal	All ports			3,28		1 ""
all other articles of merch			1			
Unmanufactured—	CR L. F. wort			1		8,9
To Bombay	Chief port (Chief port			15		16,
" Madras	··· ) Other ports			3,91	18	23,8
D	Chief port			6,30	00	1
" Burma	Other ports			5,45	24	53,
,, Bengal	All ports			1	l l	24,0
Manufactured— To Bombay	Chief port			9,8		21,
, Sind	Karachi			1,2	14	572
	(Chief port			12,3	57	5.
,, Madras				2,45,5		2,55,
, Burma	Chief port			30,4	37	84, 55,
,, Bengal	All ports			46,6	08	
Bihar and Orissa				1 2	00	
Total Merchandise-			1	8.59.1	43	11,59
To Bombay	Chief port			1,96,9	85	34,23
" Sind	Karaelli (Chief port			29,60,9	02	9,15
,, Madras	Other ports			8,78,7 99,02,5	97	83.94
Burma	Chief port			30,62,6		24.30
THE T. O. I.	Other porca			1,52,5	285	1,72
" Biliar and Orisso	All ports			16,00,	213	12,53
	Bhownagore			2.5		- ""
, Kathiawar , Travancore	Alleppey			74,	287	2
" Pondicherry				1 1	300	
,, Porebunder		:	::   :::		250	
., Virawal	COTAL OF MERCHANDS			1,96,91,	147	1,78,40

Statement showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian ports in the official years 1922-23 and 1923-24.

					India	Produce a	nd Manufac	tures.
	Articles and ports	i to w)	ich experted.		1929	2-23.	1923	-24.
					Quantity.	Value in rupees.	Quantity.	Value in rupees,
A formation ?	Ut	. ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Animals,	ex sheep and goa	ts)—				İ	1	
	Surma.		Chief port	No.	3,408	"4,96,696	2,745	3,86,5
. ,, I	Bengal :		All ports	**		***	- 5	
Horses-							1	
	ind	***	Chief port	No.				****
-;, b	Indras:		Chief port	19	87	00 000	27	14.0
1	Burma .	}	Chief port Other ports	,,		29,336	°i	14,2
	Bengal		All norts	**			) 1	51
	nd goats -		An ports	"			""	•••
To I	hrnin		Chief port	No.	11,944	2.07.033	4,882	93.27
	Bengal		All ports	21	502	2,724	405	2,09
Other l	inds—		1	"				
	Burma		Chief port	No.	81,365	85,547	59,874	62,59
	Bengal	•••	All ports	**	313	387	72	8
Apparel (	including draper	y, պու	forms, account	ements,				
	cluding hosiery a		ts and shoes)-		1	01.000		0.40
	Bombay Sind		Chief port	***		21,000		9,45
			Karachi					2,4
,, 2	Andras	}	Chief port Other ports			***		4,8
		- 1	Chief port	***		2 35,730		2,41,7
,	Burma .		Other ports			14,203		9,2
,, 1	Bengal		All ports			\$2,049		8,10
. , 1	ondicherry .		I					
Birce lea	ves						-	
To	Burma	1	Chief port	lbs.	792,631	1,06,751	848,852	1,14,3
			Other ports	**	99	50	77	
" t	Bengal Bihar and Orissa	***	All ports	11	15,849	1,351	16,081	9
. , ,	omat nact Oriest		***	**				
Rooks an	d printed matter (	tinelor	ling many and a	diameter)				
To	Bombay	,	Chief port	cwts.	326	83,258	390	1,54,0
	Sind		Karachi	19	420	00,200	l	- 19.9-
	Madras		Chief port	,,	225	44,925	226	-65,2
	diditio .	1	Other norts	,,			210	4,6
	Burma	!	Chief port	,,	187	49,516	256	50,6
	Bengal	-	Other ports		15	1,505	18	2,5 6,4
	Kathiawar		All ports	**	9	770	67	6,9
Boots an	d Shoes—	***	Virawal	22	3	200		***
To	Bombay		Chief port			000		
	Sind		Karachi	prs.	600	820		
	Madras		Chief port	19		***	112	3
***	Diagrae	***	Other ports	**	300	750	560	8
	Burma		Chief port	"	259,422	9,16,997	181,373	6,71,2
"			Other ports		13,526	48,850	7,189	26,6
m a 22	Bengal	200	All ports		2,080	4,680	1,000	1,0
Dunuing	and Engineering or wood—	mater	nas other than	of iron,		,		
Bricks	and Tiles-				) [		7.5	
	Bombay		Chief port		i			1
	Madras		Chief port	No.	ا مرجودا		300	
	Burnia	•••	Chief port	.,,	55,434	6,652	2,400	107.2
		***	Other ports	"	322,720 1,000	98,530	353,078 8,270	1.0
. ,,	Bengal		All ports	**	11,000	140 2 174	8,270	-,-
				**	11,007	3,174	301	

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# COASTING TRADE.

EXPORTS.

Summer thoming the quantity and value of Country goods exported coastwise from the Rengal Presidency to Indian ports in the official years 1922-23 and 1923-24.

		- 1	211111111		nd Manufac	
		l	1922-	23.	1923	-24.
Articles and ports t	o witten exported.	l	Quantity.	Value in rupees.	Quantity.	Value in rapees.
Baildings and Engineering s steel or wood—contd.	natorials other than	of iron,				
Cement-		ewts.	720	6,375	847	7,33
To Bombay	Chief port	GW CW.			745	2,83
" Mudras	(Chief port		280			
Burma	Other ports		121			1 ""
" ".	All ports		20	50	100	1,12
, Bengal , Bihar and Orissa	an porte				100	1 17.7
Chalk and Lime-			1	1	1	1
To Bombay	Chief port	cwis.				1500
, Madras	Chief port	**	81	4,52	3 1,15	4,3
D	Chief port Other ports	99	7:		8 7	61 - 50
.,	Other ports	"	17	( 1.34		9
" Bengal	All ports	"	92		5 1,72	5 6,6
,, Bihar and Orissa		,,	1		1	2.9
Other sorts-	(Chief port				1 ::: -	31,2
To Madras	Other ports	***		1,00		
Bombay	Chief port			34,58	3	32,0
" "	Chief port			09,00	10	1
" Burma	··· Other ports			1.09	IS	
, Bengal	All ports			60		
,, Bihar and Orissa					1	
Osbinetware and Furnitur			1	4.2	00	2,
To Bombay	Chief port			3.9		
, Sind	Karachi			"		- 4,
Madaaa	Chief port					6,
" Madras	Control bortes			5.7	37	6,
,, Burma "	Chief port			3,4	80	14,
"				15,9	67	
"Candles of all kinds-	All ports					J
To Bombay	Chief port	lbs	s I	82 13,5	81 10,2	08 7
	Chief port	11	30,1		59 . 0	13
, Burma	Other ports	11			393	
., Bengal	All ports	**	17,5	93		1 1500
" Bihar and Orissa		11	1			1
Chemicals and Chemical	proporations (ex-c	hemical				110
manures and medicin	Dicharactorn for a		1 .	1	1	
Khari Salt—				201	800	
To Bombay	Chief port	cwt				506 . 30
35-3	Chief port	,		343 27,		
,, Madras	· Other ports	,		116	605	281
Burma	Chief port	,			- 1	80
,,		,		318 6,	058	960
" Bengal " Bihar and Orisso		;				100
Saltpetre-					360	787 1
	Chief port	ewt	a. 1,	34,		506
To Madras	· Other ports	,	, ,	224 2, 126 2,		117
D	Chief port	,	, ,	0	75	148
" Burma	Other ports			262 4,	745	148
" Bihar and Oriss	All ports	;		.20	40	11/2
" Bengal	An porte	- 1		1	1	" L "
" Pondicherry						

Statement showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian ports in the official years 1922-23 and 1923-24.

				Indian	Produce as	id Manufac	tures
	Articles and ports	to which exported.		1922-	23.	1923	-24.
				Quantity.	Value in rupees.	Quantity.	Value in rupees.
Dhemica mar Shuln	ls and Chemical nures and medicines huric acid—	preparations (ex-cl)—contd.	hemical				
To	Madras	Chief port	cwts.	47	1,127	73	1,27
	Burma	Chief port	,,	9	768	1	2,47
.,	Bihar and Orissa	··· ) Other ports	**	50	1,280	17	99
"	Bengal	All ports	"	8ı	481	9	51
11	Sind	Karachi	,,	l ĭ		12	20
	sorts— Bombay	Chief port				i i	
20	Sind	Chief port			17,087 172		27,71
"	Madras	Chief port			42,100	-	31,01
,,		" Other ports			9,324		96
**	Burma	Chief port Other ports			84,768 2,458		65,70
	Bengal	All norts			3,487		75 93
	Bihar and Orissa			l ::: I	18,963		51,10
11	Alleppey						40
Coal, Co	oke and patent fuel -	-					
To	Bombay	Chief port	tons.	99,734	16,91,773	125,185	22,33,71
,,	Sind	Karachi	"	30,544	6,10,860	74,806	14,87,42
11	Madras	Chief port Other ports	",	176.160 155,207	24,56,351 23,43,064	230,319 15,186	35,59,84 2,28,54
	Burma	(Chief port	"	323,340	49,96,841	468,225	78,08.64
	Bengal	" Other ports	19	9,616	1,61,036	13,788	2,47,90
**	Pondicherry	All ports		17,178	3,48,110	11,327	2,28,99
11	Bihar and Orissa		"	374	3,779	. 43	44
a ."	Kathiawar	Dwarka	**	3,4	0,110	* 20	
To	and patent fuel— Bombay	Chief port	tons.				
	Madras	Chief port	tons.		***	980 265	18,58 5,50
"	prauras	Other ports	,,			10	30
,,	Burma	Chief port	,,	15,640	3,75,292	21,166	4,86,01
	Bengal	All ports	**	2 2 2 7	506	25	94 50
		Porta	"	2 265	32,010	20	
Coffee— To	Bombay	Object in					
"	Sind	Chief port	ewts.	95	1,865	,,	1,32
"	Burma	Chief port	,,	36	4,417	11 32	5,51
	Bengal	Other ports	",	21	2,650	16	1,94
**		All ports Chief port	10				4,46
"	Madras	··· Other ports	9		[	113 12	1,38
Orin (n	mmanufactured)—		"			12	2,00
		(Chief next					1,00
To		Chief port Other ports	ewts.	28	1,170 20	78	1,00
**	Bengal	All ports	"	196	4,628		
Coir. m	anufactured (exclud	ling rono)	~		1,020		
To	Burma	/ Chief pm+.	ewts.	. 20	177 000	3	3.05
		"I Other parts	,,	20	17,398 30		
"	Bengal	All ports		7	2,238	4	1,93

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# COASTING TRADE, EXPORTS.

Sutment showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian ports in the official years 1922-23 and 1923-24.

		- 1	Indian	Produce at	d Manufact	ures.
	11-1	1	1922-	23.	1923	24.
Articles and ports t	20 Witten exported.		Quantity.	Value in rupees.	Quantity.	Value in rupees.
kedage and rope of vegets	ible fibre (excludin	g juto				
and cotton)-		1	5,442	2.74.368	6,743	3,29,84
To Bombay	Chief port	ewts.	393	16,602	456	17,70
" Sind		"	304	10,926	79	3,79
" Madras	Chief port	"	14,440	5,90,128	13,387	5,01,00
, Burma	Other ports		542	14,287	333	8,36
Bengal	All ports	,,	1,033	27,550	1,007	21,40 3,0
Bihar and Orissa		**	164	5,385	82	3,01
lotton-Raw-				55.501	25	18.77
To Bombay	Chief port	tons	51	55,781	8	
, Sind	Karachi	,,	54	75 601	l °	
" Madras	Chief port	,,	218	1,25,318		
Burms	Chief port	17	3,272	18,65,003	4,559	37,04,7
"Bengal "Bilar and Orissa	All ports	31 31				99.
" Pondicherry			77	1,08,775	20	33,3
Cotton Waste-					4,941	77.0
To Bombay	Chief port	ewts.	1,223	19,170		77,8
, Madras	Chief port	11	360	5,000 9,268	1.28	31.8
	Chief port	11	32	10,208		
,,	Other ports	**	63	2,771		1
, Bengal	All ports	,,	0.0		1	
" Bihar and Orissa	***	,,	12	3,500	280	4,0
, Pondicherry	***	"				
Twist and Yarn-			1	l .	1	l
Grey (No. 1 to 10)— To Bombay	Chief port	lbs.			29,20	
,	Chief port		404,570		406,35	3,23,2
" Burma	Other ports	,,	3.130			1.94.3
, Bihar and Orissa		53	152,654			
.,, Bengal	All ports	**	52,780	90,411	1 01,00	1
No. 11 to 20-	CM 1 C	lbs.	ì			
To Bombay	Chief port Chief port		159,664	1,60,50		1
, Madras	Other ports	"	7,000	10,50	8,43	2 7,1
	Chief port	,,	5,556,868	59,84,79		
,, Burma	Other ports	**	13,900			
Bengal	All ports	99	33,234	35,37		",
,, Bihar and Orissa		,,	362,968	0.00,00		
No. 21 to 30-	01.1.7	lbs.	47,401	60 00	0 17,60	0 19,
To Bombay	Chief port (Chief port		11,600			
,, Madras	Other ports	"	22,20		0	
	Chief port	,,	172,80	2,10,88	0 364,90	
" Burma	" Other ports	,,	160,09	3,41,83		
, Bengal	All ports		1,20	2,40		1 :::
Pondicherry		17	1.45	8 2,91	6	1
No. 31 to 40-		lbs	19.00	0 28,93	s 16.80	0 31,
To Madras	Chief port		18,50	0 27.60	0 5,54	0 12,
	Other ports	.,,	10.74	0 13,98	0 15,04	3 23,
,, Burma	Other ports	,,	9,23	6 11,48	6 10,18	4 28,
700		,	1	9 1,47,96	9 14,07	8 24.
Bihar and Orissa	All ports		66,62			

			India	n Produce i	uid Manufac	tures.
Articles and ports	to which exported.		1922	-23.	1923	1-24.
			Quantity.	Value in rupees.	Quantity.	Value in
Twist and Yarn-concld.						
Above No. 40-	C1-1-C	The.	10.500		1	
To Bombay ,, Madras	Chief port Chief port	108.	12,500	21,250	800	2.2
, Burma	Chief port	,,	12,500	19,700		47.7
* 100 mm and 0 from	··· {Other ports	**	84	S4	[	
, Bengal	All ports	,,	3,800	7,600		
Orange, Red and other ed	olours-					
To Bombay	Chief port	lbs.		***	200	25
, Madras	Chief port (Chief port	11	49,100	22	31,050	80.0
,, · · Burma	Other ports	22	28,800	57,480		43,6
,, Bihar and Orissa		- 11				
,, Bengal	All ports	11	61,458	1,35,348	3,362	3,1
Unspecificá descriptions-			***	***		
To Madras	Chief port	lbs.				***
,r. Burma Bengal	Chief port All ports	22			3,458 3,444	7,51
Burma	Other ports	"	208,223 3,816	49,052 700	137,602	22,0
To Madras Burma	Chief port	No.	208,223	49,052	137,602	22,5
Piece-goods-						
Grey (unbleached)— Chadars and Dhuties—	_				1 1	
To Bombay	Chief port	vds.	8,000	2,000	99,600	53,4
Burma	Chief port Other ports	.,	300,569	1,44,483	268,834	1,21,2
Bengal	All ports	**	57,750	30,500	14,000 139,580	7,2 65,1
Drills and Jeans-		,,,	214,130	1,03,225	130,000	
To Burma	Chief port	yds.	13,689	13,963		30.1 26.9
Bengal	Other ports	**	123,090 5,760	1,19,190		20,0
Shirtings—		,,,	.,,100	3,185		
To Bombay	Chief port	yds,			9,840	3,8 27.0
,, Madias	Ohief port Other ports	,,	11,400 16 340	6,000	74,000 108,781	42,1
, Burma	Chief port	21	148.844	7,330 63,354	160,707	86,9
	Other ports	**	165,372	1,19,500	179,700	1,03,6
	All ports	- 12	400	160	2,700	3,0
Jaconets— To Madras	out of					0.0
	Chief port	yds,		200	24,000	9,6
	Other ports	"	4,000	1,800	306	2
				1,000		
Other sorts-	-		f [			0.0
	[Chief port	yds.	04 900	*** ***	5,820	4.7
Other sorts— To Madras	{Chief port Other ports (Chief port		24,800 137,012	 11,035 74,367	5,820 11,921 59,272	4.7
Other sorts— To Madras	{Chief port Other ports	yds.	24,800 137,012 29,570 80,290	11,035 74,367 19,400 46,870	11,921 59,272	3,6 4,7 30,2

### 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 1922-23 and 1923-24.

			Indian Produce and Manufactures.						
Articles and ports	o which experted		1922	-23.	1923-24.				
Articles and ports	to which exported.		Quantity.	Value in rupees.	Quantity.	Value in rupees.			
Piece-goods—coneld,									
White (bleached)-									
Chadars and Dhuties—	C0 1-5	vds.	161,760	81,505	120,190	59,5			
To Burma Bengal	Chief port	yes.	725,278	3,76 920		1,97,1			
Drills and Jeans-	zzz porco		1,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
To Madras	Other ports	yds.			2,400 22,273	1,2 19,0			
The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the s	Chief port	,,	828	700	4,000	2,0			
,, .	/ Other ports	33	11,600	8.250	3,000				
", Bengal Shirtings—	All ports	*1	11,000						
	· Chief port	yds.	9,120	5,220	27				
To Madras	Other ports	,,			12,920	6,0			
Burma	Chief port	**	10.500	6,000	2,800	l '			
**	Other ports	٠,	10,500 8,100	6,600					
,, Bengal Other sorts-	All ports	1,1	0,100	0,000					
	Chief port	yds.			32,200	15,3			
To Madras	Chief port Other ports	٠,,	9,700	6,100	55,360 294,179	21,4 1,71,4			
Burma	Chief port	**	223,263 9,040	1,14,224 9,680	9,100	1,71,			
**	Other pares	"	11,620	5,225	5,600	3,1			
", Bengal	All ports	••	11,020	0,220	.,				
Coloured printed, or dyed	_		1 1						
Lungis and Saries-			1		1,050	2,			
To Bombay	Chief port	yds	51,716	35,182	75,825	61.0			
Burma	Chief port Other ports	**	3,010	1.840	2,250	1,3			
, Bengal	All ports	"	12,580	6 930	2,700	! !			
-									
Drills and Jeans-		vds.	18,615	15,316	14,542	10,4			
To Burma	Chief port Other ports		76,200	72,000	1,800	1,0			
, Bengal	All ports	11	6,000	3,200					
,, Deligat	Att porto	,,	, ,,,,						
Prints and Chintz-			1 1		10.656	4,			
To Bombay	Chief port Chief port	yds.	51,828	39,430	10,329	9,			
,, Burma	Other ports	"	23,000	15,140	760				
Bengal	All ports	,,	2,600	9,100	4,400	1,			
Other sorts-			50,010	28,750	1.000	1,0			
To Bombay	Chief port	yds	50,016	20,700	16,800	11.			
,, Madras	Chief port	"	9,946	11,666	8,200	10,			
	(Chief port	"	229,333	1.35,304	224,754	1,68,			
" Burma	Other ports	. 11	25,450	22,550 19,315	22 620 3,600				
" Bengal	All ports	21	46,331	19,310	8,000				
Other sorts of cotton man	mfaatures				1				
	(Chief port		1 [	1,122		10.			
To Madras	· Other ports			4,341 50		22,			
., Bombay	Chief port	•••		4,35,477		3,18,			
Burma	Chief port Other ports		200	5,106					
n .	All ports		100	28.663		··· ,			
,, Bihar and Orisss		***		400 2,500		15,			
Pondicherry				2000		-,-			

Statement showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian ports in the afficial years 1922-23 and 1923-24.

Articles and ports to which exported.    Drugs & Melisinas (condusing Chemicals)   Chemicals)   Chemicals   Chemic				Indian	Produce a	nd Manufao	tures.
Drupp & Medicines (excelled Commission) & Navootics—  Proper & Medicines (excelled Commission) & Navootics—  Proper & Medicines (excelled Commission) & Navootics—  To Rombia & Medicines (excelled Commission) & Navootics—  To Rombia & Medicines (excelled Commission) & Navootics—  To Rombia & Medicines (excelled Commission) & Navootics—  To Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Rombia & Ro	Articles and ports to	which exported.		1922	-23.	1923	-24.
Drugate Meditiones (evaluating Chemicals)	1		-	Quantity.		Quantity.	
To Rombay   Chief port	Drugs & Medicines (excluding	Chemicals) & Nar	cotics_				
Sind	To Rombon	ding Chemicals)—		1			
Madras					35,298		
Barma		Chief port		***	1,255		
Burma   Chief port	,, Madras	Other ports			14 008		
Bengal	Burma	Chief port			1,84,753		
Billate and Orisea		Other ports	***		9,817		
Alleprey							
Manufactured	, Alleppey						
To Bombay	,, Bhownagore	***					
Unmanufactured-					• "		
To Bombay							
Similar   Namesia   Name		Oht-1					
Madras		Carer port		****	***		
Degree   Chief port   11,451,429   36,60,507   16,288,848   55,301,829				43,625	12,663		
Bengel	Rurmo	Chief nort.		11 454 490	20.00.507		
Hiller and Oriess		Other ports		340,219	1,36,560		
Manufactures			,,	94,722	22,748		6,481
To Iombay	Manufactured-	***	22	20,900	3,380	95,274	22,800
Nind							
Madras		Chief nort.	lhe			7.040	9.200
Diems		Karachi				1,042	
Derma		Chief port				5,504	1,425
Other mathematics	,, Burma		12	40,222		100,999	1,32,187
Other porta-  To Tambay  Chief port  Nodrus  Other ports  Nodrus  Other ports  Burma  Chief port  All ports  Nodrus  All ports  Nodrus  Other ports  Nodrus  Other ports  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say, 98  Say,	,, Bengal						
Sind   Kurandi   Int.	Other sorts—	··· Ports	. "	4,012	5,980	. 1,316	1,540
Madras			lbs.			í	
Cluster porter   42,232   9,165   63,608   11,048     District   42,032   9,165   63,607     District   43,032   63,607     District   53,032   63,037     District   53,037		Karachi	,,		1	22.045	9,265
Bengal	.,	Other ports	,,		9,165		
Bilitar and Orism	,,	Other port					
Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Travanctor   Tra		All ports					13,607
Dyeling and Thuming substances	,, Bihar and Orissa					-,	
Chief port   Cuts.   137   6,645   167   6,445   170   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180	Dyeing and Tanning and a	Alleppey			0,010		
Madras	Cutch—	ices					
Gluid poet   288   27,922   23,03,00		Chief post					
Barma   Chief poet	" Madras	Chief port		137	5,645		0.245
	., Burma	f Chief port		000	07 005		
Bibar and Orism   Au purts	Bongal	Uther ports				12	520
Indigo-malay			. 22		1,208		852
Sind	Indigo		**	5	200		
Madraa		Chief nort.	owte	1 1		i	
Barma	35-3	Karachi			6 700		
Myrobalans	D	Chief port			9.891	59	16.294
To Bombay Ohief port eveta,	Myrobalans-	Chief port			0,001		600
Burma Chief port 13 180 Olief port 130 534 204 1,337 Bengal Other ports 4 70	To Bombay	Chief neut			,	ï	
", Burma Ohief port 130 534 204 1,337 Bengal 4 70	,, Madras	Uhitel port			[		100
Bengal Other ports 4 70	,, Burma	J Ohief port					
All ports ,, 26 330 7 40	Benent	Uther ports					
		All ports		26		7	40

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# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country goods exported coastwise from the Bangal Presidency to Indian ports in the official years 1922-23 and 1923-24.

			İ	Indian Produce and Manufactures.					
	Artiolog and ports	to which exported.	ĺ	1922	-23.	1923-24.			
	Mistoria una porco	to amon supercour		Quantity.	Value in rupees.	Quantity.	Value in rupees.		
Desing	and Tunning substan	ncos-concld.							
Turm	oric—		- 1			1			
To	Madras	Other ports	cwts.	183	3,450	17	110		
	Burnon	f Chief port	,,	26	490 30	17 2	230		
	Bengal	All ports	"	402	6,878	396	6,92		
"	Bihar and Orissa	Zii porta	"	25	500	19	1,000		
Other	r sorts (including lac		,,		000	, ,,	, 2,000		
To	Bombay	Chief port	cwts.	127	2,090				
	Madras	f Chief nort	,,			39	99		
1*	DINUIUS	\ Other ports    Chief port	,,			10	12		
	Burma	f Chief port	99	174	9,980	146	3,21		
**		" ( Other ports	**	6 10	579	,	2		
33	Bengal Bihar and Orissa	All ports	**	10			42		
**	pinar and Orissa		2.3	10	200	21	. 42		
arther pipin	aware and Porcela	in (excluding eart	henware	İ	ŀ				
` To	Bombay	Chief port					***		
	Sind	Karachi	***						
	Madras	Chief port	***				1,36		
,,,	DIAMETON .	··· Other ports			205		12.00		
- 11	Burma	Chief port	***	1	17,300		12,63		
	Bengal	All ports			2,087		6		
, ,,		-			2,007				
bodder,	bran and pollards	(including hay and	i straw		l	1			
	x oil-cake) Bombay	Old Samuel	owts.		l	1	1		
10		Chief port		1,408	1,41,540	2,439	2,51,8		
"	Madras	Chief port	**	36	38,259	38	19,7		
		Chief port	12	91	14,94	78	16,4		
,,	Burma	Other ports		10	520	)			
**	Bihar and Orissa		11	1			100		
"	Bengal	All ports	**	103	550				
·	Alleppey		**			1 '	5 8		
Fruits Event	and Vegetables— h Fruits—			ł	1	1	1		
	n Fruits—			1	1	1	1		
		Chief port	No.	4,698,45	3,80,95	2,675,42	2,36,4		
To	Burma	Other ports	2101	1		2,0,0,12	-,000		
,,	Bengal	All ports	1)	50		5			
-11	Bihar and Oriesa			17,10	1,21	7,40	0 3		
Oth	or sorts—			i	i .	1 .			
	Madras	Chief port	***		17		5,4		
"	Bombay	Chief Port	***		3,27,22		2,82,6		
,,	Burma	Chief port Other ports		1	39,88	7	1,6		
,,	Bengal	All ports		1 :::	4,94	ó	1 7		
- 11	Bihar and Orissa				1,61		2,8		
	etables, fresh of all	kinds		1		i			
Tr		(Chief port			22,06	6	1,82,6		
10	· municiae	Other port	***		1		2,5		
	Burma	Chief port			14,34,66	0	10,26,0		
		··· ) Other ports			14.43	11	9.9		
**	Bengal	All ports		1 :::	14,43 5,70	11	9,0		

Statement showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian ports in the official years 1922-23 and 1923-24.

					Indian Produce and Manufactures.					
	Articles and ports	to wl	sich exported.		192	2.23.	1923-24.			
					Quantity.	Value in rupees.	Quantity.	Value in rupces.		
Fruits a	nd Vegetables, drie	d. sal	ted or preserve	ed-						
To	Bombay		Chief port	tons	30	12,700	3	3,35		
11	Sind	***	Karachi	,,			31	2,0		
	Madras .		Chief port	,,	,,,,	22	3	60		
			Other ports Chief port	"	109 481	13,907	52 540	2,07,6		
,,	Burma		Other ports	"	10	2,30,668 7,149	3	4,00		
	Bengal		All ports	tons	15	3,709	11	3,77		
,,	Bihar and Orissa			,,						
Glass ar	id Glassware—									
To	Madras		Chief port			60		2,50		
	Bombay		Other ports	***		50		20		
,,		•••	Chief port Chief port			1,450		15,7		
**	Burma		Other ports			17,453 4,179		6,6		
**	Bengal		All ports			2,633		2,5		
,,	Bihar and Orissa					2.000				
Barle										
To	Bombay		Chief port	tons	11	2,172		***		
,,,	Madras	•••	Chief port	11	7	750	4	5		
,,	Burma		Chief port	33	639		401	65,6		
	Bengal		Other ports	19	9	24		3,5		
Gram		•••	An ports	**	2	1,045	4	0,0		
To	Bombay.		Chief port	tons	7	1,000				
	Madras		Chief port	11	2,102	3,68,693	964	1,29,5		
"	Dinutus	***	Other ports	"	133		53	7,1		
11	Burnia		Chief port	**	200	32,578	136	23,1		
	Bengal		Other ports	13	10		5	3,20,0		
"	Bihar and Orissa		All ports	11	1,196	2,42,531	1,742			
**	Pondicherry			**						
Jowa	r and Bajra-		•••	**						
To	Madras		Chief port	tons			17	1,8		
	Burma		Chief port	**	32	4,969	12	2,1		
Lent			Other ports	,,		45		***		
To			Children .							
10	Sind	***	Chief port Karachi	tons	2	450				
,,	Madras		Chief port	23	3	800				
	Burma		Chief port	"	123		20	4,5		
		•••	Other ports	"	12.7	187	l "	100		
59	Bihar and Orissa Bengal	***		"		***		***		
Oats		•••	All ports		1	168				
Te			Chief port	4		1	2	4		
,,	Madras		Chief port	tons	1 26	220	34	5,1		
	Burma		Chief port	"	852 852	6,612 1,21,369	658	89,0		
21		***	Other ports	"	002	1,21,000		•••		
12	Bengal Bihar and Orissa	•••	All ports	"						
Puls		***			1	150		***		
Te			Chief port		1					
,,			Karachi	tons	681	91,081				
,,,	Madras		Chief port	"	3,298	5,58,087	2,592	3,12,8		
11										

# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country goods exported coastwise from the Beogal Presidency to Indian ports in the official years 1922-23 and 1923-24.

Dony			Indian	Produce as	d Manufact	ures.
Articles and ports t	e which experted.		1922-9	23.	1923	24.
Articles and ports t	o which exporeed		Quantity.	Value in rupees.	Quantity.	Value in rupees.
Pulso-coneld.		tons	14.842	32.76.885	10,637	20,10,109
To Burms	{Chief port Other ports	tons	114	28,401	108	23,272
Bengal	All ports	"	466	1,01,534	66	11,931
" Bihar and Orissa		**	67	19,248	135	25,035
Pondicherry		"		***		
Rice in the husk (paddy)-		tons	72	4,955	50	4,511
To Bombay Sind	Karachi	**				0.00 101
11	Chief port	13	13,380	13.39,057 3,70,865	8,886 13,244	8,79,471 13,05,094
,, Madras	(Other ports	37	3,664 665	42,877		74,957
" Burma	Chief port	**	581	38,469	340	20,947
" Bengal " Alleppey	All ports	**	463	48,481		7,500
" Quillon		91	274	28,424		
Rice not in the husk-			ì			
Cleaned rice-	Chief port	tons	8,141	17,94,044	9,491	18,36,384
To Bombay Sind	Karachi	11	3,313	6,47,87	3 600	
	(Chief port		3,644	6,43,88		9,01,651 1,46,29,389
,, Madras	· Other ports		54,221	88,34,22		
Burma	Chief port	,,,	2,290			
,, -	(Other ports	**	1,570			
,, Bengal ,, Bihar and Orissa	All ports	"				
" Mandvi			2	60	0 8	
, Porebunder		19		12 35		
,, Virawal		**	36			6,000
" Alleppey		**	11			
Broken cleaned rice—		**				
To Bombay	Chief port	tons			45	50,170
	∫Chief port	**	5	8,83		
,,	··· (Other ports	,,	"	0,00	~	
,, Bengal ,, Bihar and Orissa	All ports	"				
Other sorts of rico-					13,13	1 20,72,96
To Madras	∫Chief port	tons		41,91,68	15,10	1 20,12,00
	Other ports	31	1	5 98	85	5 1,11
,, Burma	Chief port	,,		411	40	
" Bengal " Alleppey …	2111 [701411	13	65		52	
Quillon		",	1,07	0 1,78,30	m	
Wheat-	Chief port	tons		1	l	
To Bombay	Chief port	11	3	6 8,1		8 11,57
" Madras	· Other ports	.,		5 74	50	9 4,91,30
n	(Chief port	99	1,18	3 1,82,7	17 2,79 21	6 9,91,30
" Burma	Other ports	**		1 3	-1	4 2,38
" Bengal	All ports	**		1 3	00	
", Bihar and Orissa ", Pondicherry		"				
Wheat flour-			1			1
To Bombay	Chief port	ton	s 20	7 54,14	50 65	1,32,9
Madras	Chief port	"	1 2	4 15.3	04 18	5 45,5
y promoters	Chief port	**	11,65	7 34,44,9	82 12,55	9 30,01,18 6 70,77
,, Burma	Other ports		33	7 97,5	eu: 30	10, 10,1

Statement showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian ports in the official years 1922-23 and 1923-24.

	. Indian Produce							ind Manufactures.			
	Articles and ports	to wl	ich exported.		192	2-23.		192	3-24.		
					Quantity.	Value in rupees.	Quant	ity.	Value in rupees.		
When	flour-coneld.										
	Bengal		All ports	tons	900	2,28,208	1	821	1,96,61		
	Bihar and Orissa			,,	28	10,530		48	10,57		
	Pondicherry			12	9			69	16,51		
Other	sorts-							00	20,01		
To	Bombay		Chief port	tons	35	3,320	٠				
	Sind		Karachi								
	24 . 1		Chief port	,,		l		36	5,66		
,,	Madras	***	Other ports	"		1	1	56	10,26		
			Chief port	. ,,	25	5,353		44	7,97		
,,	Burma	•••	Other ports	.,	i	125					
**	Bengal		All ports		20	4.707		12	2,23		
,,	Bihar and Orissa			,,							
"	Pondicherry		***								
ums ar	nd Resins—										
To	Bombay		Chief port	cwts.	٠						
12	Sind		Karachi	,,							
	34.3		Chief port	**							
"	Madras	•••	Other ports		200	4,336					
	Burma		Chief port	cwts.	305	15,150		40	2.02		
**	Burma	•••	Other ports		4	225		3	20		
**	Bengal		All ports	12	i	20		.,			
Laberda	shery and Milliner	v		.,	1						
To	Sind		Karachi			3,000					
	Madras		Other ports						1.74		
	***		Chief port			19,755			21,27		
**	Burma	***	Other ports		1 111	4,438			43		
. ,,	Bengal	•••	All ports			1,210			5,10		
Hardwa	re and Cutlery (in	aludi	no nonionlinuo	immt-	1	l					
monte	and plated-ware)-	oraui	ng agricultural	unbie.		1					
To	Bombay		Chief port			51,045			2,28,36		
20	Sind	***	Karachi	***		22,169			69,60		
,,				**		17,183			24,45		
,,	Madras	***	Chief port Other ports Chief nort						2,69,22		
			Chief port	***		44,639 13,29,400			18,21,00		
27	Burma		Other ports	•••					1 29.34		
	Bengal		All ports			1,60,041			41,51		
	Bihar and Orissa		an porce	•••		34,158			91,01		
"	Pondicherry	•••		***		3,455					
,,	Virawal	•••	•••	***					9		
Hemp,			***	***		710					
To	Madras		Chief next			[		22	62		
	Burma		Chief port Chief port	owts.				25	65		
	Bengal		All ports	,,,	418	7,830		305	4,73		
Mann	factures (ex-cordage	o)	ATT POLIS	11	418	7,830		auə	7,10		
To	Burma	-,-	Chief port		ľ				2,26,80		
20	Bengal		All ports	***		73,845 730			2,20,00		
Hides a	nd Skins—	***	Att ports	***		730			2,01		
	. raw				1			. 1			
	v Hidea—				l	ł	1	٠.			
	Bombay		Chief port	4.	1	l .		-00	20,70		
		•••		tons				29	1,11,19		
11	Madras		Chief port Other ports	**	29			72	1,31,30		
			Counter ports	**	68	90,697		52	5,01		
	Burma		Chief port	**	***			3	3,01		
	Bengal		Other ports All ports	33	287	3,635		368	4,00,460		
				11		3,38,406					

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# 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 1922-23 and 1923-24.

		- 1	Indian Produce and Manufactures.						
	to which exported.	1	1922	-23.	1923-24.				
Articles and ports	to which exported.		Quantity.	Value in rupees.	Quantity.	Value in rupees.			
lides and Skins-concld.		1			1				
Buffalo Hides -		1		i Ì	15	10,450			
To Bombay	Chief port	tons	3	1.286	- 17	20,100			
" Burma	Chief port	,,		1,200	1	1,150			
Madras		"	8	[	24	10,680			
, Bengal Other Hides—	An ports	"							
To Burma	Chief port	tons	1	880					
Skins, raw—	Onter pare			1 1	1				
Got Skins-									
	(Chief port	tons	31	29,644	8	12,27			
To Madras	Chief port Other ports Chief port	,,			i	1,45			
		,,							
" Burma	· Other ports	,,		22	18	71.00			
" Bengal	All ports	,,	21	82,746	18	71,00			
Sheep skins				1		1.30			
To Madras	Chief port	tons		300	ĩ				
,, Burma	Chief port	17			,				
Other skins-				1,417	16	28.25			
To Madras	Chief port	tons		25					
" Bengal	All ports	,,							
forms, tips and pieces of h	orn and nornmeat-	owte.	1		23	( 65			
To Burma	Chief port		:::	)		50			
" Bengal lute—	All ports	11		1	ĺ	í			
Raw-				1					
To Bombay	Chief port	tons		732	) )	36			
	(Chief port		17	60,750					
, Madras	Other ports				1,037	2,74,2			
**	Chief port		12	50,57:		6,8			
,, Burma	Other ports	- 11				1 7			
, Bengal	All ports	,,	1						
Travancore	Alleppey	**		1 400		1 10			
,. Bihar and Orissa		15	1	i] 516	1	1			
Innufactures—				1	1				
Gunny-bags-			1	20 04 49	12,332,31	50.31.3			
To Bombay	Chief port	Nos.	16,054,10		7,987,65	37.02.8			
,, Sind	Karachi (Chief port		2,925,80		2,600,20	11,35,2			
, Madras	Other ports	.,	3,779,10	ol 16.89.04:	1,502,20	y 7.08.9			
	Chief port	"	31,340,46		36,323,85	7 1,67,97,4			
, Burma	Other ports	**	2,727,00	0 11,11,78	1.238.20	D 5,51,4			
Bengal	All ports	Ño.	519,91	1 1,88,02	)) 205,75				
	In poros	,,	284,56	0 1,26,94	371,15	5 1,51,5			
, Pondicherry		",	5.00	0) 1,93					
" Travancoro	Alleppey	.,	141,90	0 84,97	45,00				
,	(Virawal	"			1,90				
, Kathiawar	Porebunder	.,	231,00						
	Dwarka								
Gunny-cloth-			1	al an an ar	27.207.02	51,87,7			
To Bombay	Chief port	yds.	11,638,85	26,88,81					
, Sind	Karachi	,,	230,00						
, Madras	Chief port	19	358,00	0 81,09 9 2,04,51					
, Madras	" Other ports Chief port	11	808,39 859,30						
"Burma .	Chief port	. 11	800,34	1,715,01	1,111,01	1 7			
	" Other ports	. 11			1				
, Bengal	All ports	12	1	1	1	1			

# 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 1922-23 and 1923-24.

					India	ı Produce a	nd Manufac	tures.
	Articles and ports	to wi	iich exported.		1929	2-23.	1923	-24.
					Quantity.	Value in rupees.	Quantity.	Value in rupees,
Gunnv-c	oloth-contd.							
To?	Travancore		Alleppey	yde.	557,000	99,615	417,000	64,9
	Bihar and Orissa			,,	2,000	300	2,000	2,,,,
	Pondicherry		***	**	,		***	
Rone	and Twine-							
To:	Bombay		Chief port	ewts.	31,056		34,128	9,72,1
33	Sind		Karachi	"	11,193	2,83,811	14,557	4,24,5
	Madras		Chief port	11	7,579	1,82,433	12,296	3,48,6
51			Other ports	11	6,337	1,67,980	7,128	2,07,7
,,	Burma		Chief port	95	12,404	3,08,654	14,070	4,30,
			Other ports	**	719	18,881	419	12,1
	Bengal Bihar and Orissa	•••	All ports	27	102		54	1,1
	Travancore		411	33	33	1,040		2,9
	Pondicherry		Alleppey	13	123	3,633	109	4,0
	Kathiawar		Bhavnagar	"		1,000		"i,
	r kinds—	***	maringar	,,	36	1,000	73	1,1
	Bombay		Chief port	owts.	0.000	1,51,115		81.
			Chief port		3,896	920		12,
"	Madras		Other port	**	5,465	45,723		20,
	_		Chief port	***	817	42,108	1,855	81,
**	Burma		Other ports	,,	817	42,105		01,
	Bihar and Orissa		( other ports	"	19	108	13	
	Pondicherry.			"	2	103		
**	Travancoro		Alleppey	"	14	520	17	"i.
,,	Bengal		All ports	,,	19	90		
Lac-					. "			
Stick	-				ł i	1		
To	Burma		Chief port	cwts.	58	7,270	20	1,
**	Madras		Other ports	**	91	4,980		
	r kinds (ex lac-dye	)—						
To	Bombay		Chief port	cwts	l			
,,	Madras							
	Burma		Chief port	,,	115	22,910	85	18,
**		***	(Other ports	,,				
T	Bengal	***	All ports	22				
Leathe	r— ss. dressod or tanne	a			1			
	s, gressou or tanne Burna		Olive .		1			
10	Bengal			cwts.	2	1,000		
Clefo	s, dressed or tanne	3	. All ports	31		510		
	s, aressea or taime Burma		Chief port		1			
10		•••	omer port	owts				
Unw	rrought—				1			
Tro	Bombay		Chief port	tons	1 -	1	1	
			. Karachi		1	1,600		
. "	Burma		(Chief port	**		0.00 150		1.87.
**			Other ports	99	44	2,30,150	375	
,,,	Bengal			**		30		
Manuf	actures—							
Sade	llery and Harness-	-				1	i l	
To	o Bombay				1		1	l
	Burma		(Chief port.			10.000		9.
,,			Other norts		***	13,673		- "
	Bengal					1,348 525		
	-			***	1	020		

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# COASTING TRADE. EXPORTS.

Sutcesset showing the quantity and value of Country goods exported coastwise from the Bagal Presidency to Indian parts in the afficial years 1932-23 and 1923-24.

			Indian	Produce at	d Manufact	ures,
		ľ	1922	-23.	1923-	24.
Articles and ports to	which exported.		Quantity.	Value in rupees.	Quantity.	Value in rupees.
imminetures-(concid.)					1	
Other sorts-	cont. f			499		
To Bombay	Chief port			10		91,820
, Sind	Karaem			81,40		398
,, Burma	Other ports			1,23	3	105
Pangal	All ports				1	
" Bihar and Orissa		***			1	1
iquors—			1		i	1
Spirits— Rum—			i		0 70	14,000
To Burnet	Chief port	gals.	580			
, Bengal	All ports	11	130	3,01	9	1
Other sorts	Ot 1 - C - cont	gals.	37	8 1,2	7	435
To Madras	Chief port	gate			1 2	5 435
, Burma	··· Other ports	**	1		30	
" Bengal	All ports	**			<sup>80</sup> 1 (	6 1,500
Bombay	Chief port	11			1	1
Other sorts of liquors -		gals	i	1		22 145 19 2,220
To Madras	Chief port	gare				12 2,22
., Burma .	Other ports			4 1.8		4,24
,, Bengal	All ports	,,	87	37 2,1	811	
dachinery and Millwork -			1	1.6	90	21,11
To Bombay	Chief port			2,0		7,40
, Madras	Chief port Other ports					26.26
	Chief port			24,6	85	65
" Barma	"   Other ports	4.00		10,		6,69
,, Bengal	All ports			10,		
danures-				1	1	
Bones—	Chief port	ton	8			1 20
To Burma ,, Bengal	All ports	,,				
Other kinds—				1	1	20 1,4
To Bombay	Chief port	ton	18	35 10,	866	18 4,53 15 3,6
Madras	Chief port	,,		64 11.	815	15 117 19,3
	Chief port	,,,			287	117 5
, Burma , Bengal	All ports	,,				1
Mats and Matting-			.	1		··· 1
To Madras	Other ports	sq. ya		40		
" Sind	Chief port		5.079.	195 8,18	3,593,	occi
" Burma	··· i Other ports		. 1,	203		400 1,1
" Bengal	All ports	,	, 332,	215 14	,000	
Metals and Ores—				1		1
Brass, bronze and simil	lar amaigams—			1		211 11/
Wrought— To Bombay	Chief port	cw!	ta. 1,		,972 574	10
" Sind	Karachi	,			700	320 31,
31. 1	Chief port			15		6]
" Mauras	··· (Other port		. 5	148 6,25	633 4	,331 5,08, 239 34,
., Burma	Chief port		"	245 3	,425 ,648	383 40,
73 1	All ports			194 20 25	,760	
, Bihar and Oris	sa		"			50, 3,
Bedibander	***					

Statement showing the quantity and ratus of Country goods exported coastwise from the Bengal Presidency to Indian ports in the official years 1922-23 and 1923-24.

			Indian	Produce a	nd Manufac	tures.
Articles and ports	to which exported.		192	2-23.	192	3-24.
Articles and posts	to union onforces.		Quantity.	Value in rupees.	Quantity.	Value in rupees.
Metals and Ores—concld. Copper— Wrought—	Chief west	owts,		927	15	
To Bombay	Chief port (Chief port	ti.	1,803	2,35,302	1,463	1,65,12
,, Burma	Chief port Other ports	,,	62	8,580	22	3,2
,, Bengal	All ports (Chief port	"	20	2,297 120	17	1,8
,, Madras	Other ports	"	69	10,300	15	1,40
,, Bihar and Orissa		**	74	6,250		***
,, Virawal		"	7	690		***
Iron— Cast (pig)—						
To Bombay	Chief port	tons			25	6,0
" Madras	Chief port Other ports	**	) ···	***		
	Chief port	,,	193	18,720	961	69,7
" Burma	··· Other ports	,,	9	855	43	4,7
" Bengal	All ports	2.7	35	3,015		
Wrought-						
To Burma	Chief port Other ports	tons	3	1,573	5	1,8
" Bengal	All ports	"			5	9
Other sorts-						
To Burms	{Chief port Other ports	tons	1	393	18	7,5
,, Bengai	All ports	,,	17	4,589	4	1,1
Tin				,		
To Burma ,, Bihar and Orissa	Other ports	owts.		***		***
,, Bengal	All ports	**	1	100		
Unenumerated—			1		100	2,5
To Bombay	Chief port    Chief port	ewts.	170	5,258	100 703	20,
,, Madras	Other ports	,,	16	600	380	13,
. Burma	Chief port	cwts.	4,138	7,571	6,737	14,7
79	Other ports	**	184	12,150	126	8,
Oils	III porto	,,	109	12,100	10	
Mineral— Kerosene—						
	/ Chief port	gals.	32,271	25,248	49,648	38,
To Burma	" Other ports	33			′	5,4
,, Bengal Bihar and Orissa	All ports	"	780	1,085	5,835 152,796	115,
Lubricating-		"	86,200	79,043		
To Bombay	Chief port	gals.	61,506	1,13,021	1,740	4,
,, Sind Madras	Karachi Chief port	,,	1,272 22,441	2,545 64,919	4,098	5.
The same	Chief port	"	20,011	40,483	14,547	35,
	Other ports	,,			758	1,3 6.0
" Bengal " Bihar and Orissa	All ports	,,,	842 187	1,932 600	4,320	
Paraflin wax		"	187	600		
To Burma	Chief port	cwts.			2	

# COASTING TRADE. EXPORTS.

Statement shawing the quantity and value of Country goods exported coastwise from the Regard Presidency to Indian ports in the official years 1922-23 and 1923-24.

	to Indian ports in		Indian	Produce an	d Manufact	ares.
		-	1922	23.	1923	24,
Articles and ports to	which exported.	1	Juantity.	Value in rupees.	Quantity.	Value in rupees.
					7.5	
ls-concld Other kinds-			560	2,420		
To Bombay	Chief port	gals.			840 815,761	675 4,34,251
" Madras	Chief port Chief port	"	2,800,610	14,04,820	810,701	
, Burma	· Other ports		4,320	2,865	102,730	23,111
" Bengal	All ports	"	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
Veretable, non-essential-	-	1	***	309	4.897	13,855
Castor—	Chief port	gals.	59 3.233	8,159	193	
To Burma	Other ports	**	2,526	7,681	20	480
" Bengal	All ports	.,			1,60	7,055
Coconut—	(Chief port	gals.	823 3,270		ni 1,74	1 4,852
To Burma	· Other ports	"	36,682		13,18	6 40,618
, Bengal	All ports	"			1 " 1	2 1 25
Bihar and Orissa	Other port	"			1	7
" Madras Ground-nut—			26,34	53,31	0 26,14	6 60,846
To Burma	Chief port	gala.	12,39	45,22	2 16,68	5 1.25
	Other ports	**	1,21	2 3,71		8 12
,, Bengal ,, Madras	Other port	- 11				
Linseed—		gals.	40,39	8 1,59,99	29,77	(6) 1,12,570 (6) 17,63
To Bombay	Chief port Karachi	gun	2,49	5 8,9		30: 1,01,90
" Sind	(Chief port	"	51,12	2 2,03,19	10 3	1,56
" Madras	··· ) Other ports	**	48,21	3.39.5	70 95,5	62 4,02,40 6,14
,, Burma	Chief port Other ports	11	4.5	1,9	70 1,7	
	All ports	**	1,20	61	50	
, Bengal Bihar and Orissa	2111 [	**	1 .			02 6,20,34
Mustard or Rape-	(Chief port	gals.	193,7	of 5,72,4	39 225,0 98 21,1	53 60,75
To Burma	Chief port Other ports	guard	32,4	72 1,03,0	13 107.5	197 3,16,61
Pengel	All ports		124,1 15,1			00 31,6
Bihar and Ories	Y	**	10,1		- 1	1
Til or Jinjilli-	Chief port	gals.	1	2 53 2,	20	90 . 3
To Burma	· · ) Other ports	٠,,	1 6	53 2, 93	316	48 1
,, Bengal	All ports	**	1			12
Other sorts-	(Chiof port	gale				12
To Madras	··· Other port		23,8	50 60.	080 95,	301 2,41,5
	(Chief port	**	1 8	27 1,	050	200
,, Burma	Other ports	**	11,0	2S 21,		7110
,, Bengal Other kinds of Oil-			1 ,	569 14.		077 22,1
To Madras	Chief port	galı	3*	60 3,	(000)	00 fts.
, Bombay	Chief port		29,	106l SS.		148
Burma	· Other ports		1	89 1	015	9
,, Bengal	All ports	,,				26 3
Oil-cake	Chief port	to	18	7	900	26
To Bombay	Chief port	**				
" Madras " Burma …				11 1	398	
, Bengal	Mahuva	- ;				

### 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 1922-23 and 1923-94

			Indian	Produce a	nd Manufac	tures.
Articles and ports	to which exported.		1922	-23.	1923	1-24.
	•		Quantity.	Value in rupees.	Quantity.	Value in rupees.
Paints and colours, includin To Bombay ,, Sind	g painters' materials Chief port Karachi	***		1,63,193		1,63,3
	Chief port			800 1,41,097		1,20.8
,, Aladras	Other ports			23,355		31,8
,, Burma	Chief port Other ports			3,08,110		2,05,0
,, Bengal	All ports			3.875 19,155		2,8
,, Bihar and Orissa				260		194
,, Travancore Paper and Pasteboard— Printing Paper—	Alleppey	***		5,339		11,3
To Madras	Chief port	ewts.	1,049	34,620	3,626	1,71.8
. Bombay	Other ports Uhief port	**	1,294 3 758	54,953	3.624	1,52,6
Sind	Karachi	,.	3 758	1,71,218	13,995 45	5,79,7
; Burma	Chief port	,,	6,000	2,58,244	5,775	2,63,
,, Alleppey	Other ports	- 11			3	
Writing paper and Envel	ones-	11	80	3,375	80	3,
To Madras	Chief port		l l	3,700		
Bombay	" 1 Other ports	***	1	124		
	Chief port Chief port	***	[ ]	2,500 3,666		ïi,
,,	··· Other ports			4,716		6,
,, Bengal Other kinds of Paper	All ports			300		
To Bombay	Chief port	ewts.				
., Madras	Chief port	ewes.	178 260	7,504 11,511	776	27.
	Chief port Other ports Chief port		l I	100	366	11,
" Burma	Other ports	.,	208	9.471	302	14,
" Bengal	All ports		11 30	817 953	11 31	
" Bihar and Orissa Pasteboard, millboard			7	300	"	
kinds— To Madras	and cardboard of Other ports					8.
,, Burma	Chief port	cwts.	52	2,163	210	
" Bengal Printing and Lithograph			""		i "i	
	ing materials (other	r than				
To Bombay	Chief port			30,075		22
" Madras	Chief port	***		8,439		7.
" Burma	Chief port Other ports			35,458		13
Provisions and oilman's st Fishmaws and Sharkfin	ores-			240		
To Bengal	All ports		[			
Burma	Chief port	cwts,	- 4	600	19	2,
Fish, dried (unsalted)— To Madras		**	281	33,335	75	υ,
, Burma	Chief port	ewts.				
" Bengal	Chief port	**	1,349	44,440	15,173	8,17,
Fish, dried (salted)— To Bombay		**	140	2,253	7,861	2,11,
	Chief port	owts.	1 1		1	
,, Burma ,, Bengal	Chief port Other ports	11	21,106	9,15,512 180	42	1,

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# COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian ports in the afficial years 1922-23 and 1923-24.

	_		Indian	Produce an	d Manufac	Lures.
	4 - 12 1 - montail	-	1922-	23.	1923-	24.
Articles and ports	to which exported.		Quantity.	Value in rupees.	Quantity.	Value in rupees.
'nvisions and oilmans' st	ores—contd.					
Ghee- To Madras	Chief port	ewts.			3	350
To Material	Other ports	"	25,603	30,59,604	27.480	
, Burma	··· Other ports	.,	561 370	66,808 35,067		44,619 43,815
" Bengal	All ports		210	110,001	100	,
Other sorts of provision	s	1	1.052	28.181	207	14,929
To Bombay	Chief port	ewts.	1,002	5,171	25	
,, Sind	Karachi (Chief port		329	18,754		
Madras	··· Other ports	"	460	14,367	950 98.751	
	(Chief port	**	94,304 187	30.74,690		10.11
" Burma	··· (Other ports	"	1,391	26,01		32,27
" Bengal	All ports	,,	1.001	20,01	1 7	2 2
, Bihar and Orisso		**				١
Rags and materials for m To Burma	aking paper— Chief port	ewts.				
Railway Plant and Rollis	ng-Stock-			3,12	0	7,34
To Bombay	Chief port	***		3,12	າ	1 70
" Sind	Karachi			1.90	5	98
,, Madras	Chief port Chief port			42,03	0	2,75
,, Barna Salt—	Omer pare		1			
To Bombay	Chief port	nids.	1.06	2,53	6 29	9 1,4
Madras	Chief port	**	1,00	2		
1) Motine	··· \ Other ports  (Chief port	,.	2	7 10		1 5,8
,, Burma	Other ports	,,		4	13	
,, Bengal	All ports	,,,	***	a 14.55		
" Bihar and Orissa		- 17	3,50	(3) 14,0		"
Seeds-			1	1	Ì	
Essential-						
Ajwan To Madras	Other ports	tons				9 3,1
	Chief port	**	1	0 1,6		9 3,1
" Burma	··· Other ports				- :::	
,, Bengal	All ports	17			1	
Aniscod —	Chief port	tons	1	2 1,0	40	A
To Madras	" Other ports	77	1			10 3,
	(Chief port			19 9,1	87L 50	10 %
,, Burma	··· (Other ports	**				1
,, Bihar and Or ,, Bengal	issa All ports	,,	:::	- :::		
Coriander-					1	
To Madras	Chief port	ton				23 4,
A SAMPLERE	" (Other ports	,,	1	4 1,1	100	55 12
., Burma	- Other ports			1 ;	157	2
,, Bengal	All ports		١,	28 36,0	82 2	MÖ 44,
, Bihar and Ori	ssa	**	1 1	- 1	1	1

COASTING TRADE.
Exports.
Statement showing the quantity and value of Country goods exported constnies from the
Bengal Presidency to Indian ports in the efficient years 1922-23 and 1923-24.

			Indiar	Produce a	nd Manufac	tures.
Articles and ports t	o which exported.		192:	2-23.	1923	24.
	1		Quantity.	Value in rupees.	Quantity.	Value in rupees,
ceds-concld.						
Cummin— To Bombay	Chief port	tons	7	4,351	47	31.83
,, Madras	(Chief port	**	69	55,580	49	38,3
	Other ports	**	21 191	16,495 1,33,404	25 197	16,4: 1,24,0:
,, Burma	Other ports	**	1	200	1	1,24,0
,, Bihar and Orissa ,, Bengal	All ports	"	3	1,450 1,027		
Fennel To Madras	0.1		Ì			
	Other ports {Chief port	tons	39	21,433	16	5,2
,, Burma	Other ports	**			10	
Fenugreek-				]		
To Madras	Chief port   Other ports	tons				
, Burma	Chief port	,,	ā	1,600	4	1,4
,, Bengal	All ports	"	1	162		·
Other sorts-					i	
To Burma	Chief port Other ports	tons	***		2	
,, Bengal	All ports	"		56		
,, Madras	Chiếf port	- 19				-4
Non-essential-						
Cotton— To Bombay	Chief port	tons	18	1,400	419	38,3
Burma	Chief port	21	! 9	065		1
,, Bengal Earthnut (groundnut)—	All ports	,,	758	1,45,503	1,743	1,42,4
To Burma	Chief port	tons	1 .	785	2	
,, Bengal	Chief port Other ports	**	4	1,631	17	5,7
Linseed—	All ports	**	20	3,345	16	4,9
To Burma	Chief port	tons	35	11,55		
" Bengal	Other ports	**	111			
Sind	Karachi	**	6	1.093		
Mustard—	.01.1.6			,,,,,,,,,		
To Madras	Chief port	tons	· · · 4	1,000	41 73	9, 14,
,, Burms	Other ports Chief port Other ports		39	10,018		3,
, Bengal	Other ports	.,			39	6,
,, Bihar and Orissa	All ports		95	18,601	39	υ,
Rape— To Madras	Other					1,0
,, Burma	Other ports	tons	29 2	6,798 360	5	',
Poppy—		**	1	200		
To Madras	Chief port Other ports	tons	30	9,302	21	6,
, Burma	Chief port	"	50	16,284	51	13,
	Other ports	,,		30		
" bengai	All ports	23		320		

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COASTING TRADE.
EXPORTS.

Statement showing the quantity and when of Country goods exported coastwise from the bound Presidence to Indian ports in the official years 1922-23 and 1925-24.

	to Indian ports in		Indian	Produce an	d Manufact	nres.
			1922	-23.	1923-	24.
Articles and ports t	o which exporten.		Quantity.	Value in rupees	Quantity.	Value in rupees.
ceds-concld.		1				
Til or Ginjelly-						
To Sind	Karachi	tons	18	4.518	199	52,088
Madras	Chief port Other ports	"	93	26,720	324	88,510
.,	Chief port	.,	7,318	22,77,302	5,600	16,94,196
" Burms	Other ports	.,		30	4	1,42
, Bengal	All ports	. ,,	11	2,100	"	25.00
Other sorts—		tons	40	5,150		
To Bombay	Chief port		ii	1,420		28,51
., Madras	Chief port Other ports	"				***
	Chief port		s	3,96	23	5,14
" Burma	Other ports	**	1	230		10,47
Bengal	All ports	,,	7	10,100	1 24	10,11
Shells and Cowries		cwts.	48	77	21	78
To Burma	Chief port		30	1	1	
to Butha	··· } Other ports					1,00
, Madras	··· Other ports	"	3-	34	9	
Sik—				1	1	
Raw—	All ports	lbs.	22	2,00	1,315	1,60
To Bengal	All ports	1000	1	1	į.	1
Manufactures— Piece-goods—			1		1	
To Madras	Chief port	yds.				
., Burma	Chief port	9.7				
Other sorts-		lbs.	1	2 6	0 24	3
To Burma	Chief port	105.				
	(Other ports	,,	17,89	4 79.21	0 1,14	1,4
, Bengal	All ports		1		10	8 4,3
Soap— To Bombay	Chief port	ewts.	111			
, Sind	Karachi	**	14	6 3.70		3 6,5
	Chief port	13		5 4	100	4
,, Madras	··· Other ports Chief port	"	1.08	[5] 55.69	1,64	7 60,0
,, Burma	Other ports	"	24	7 5,4	39 25	
	All ports	12	1,38	33,7	1,03	21,
,, Bihar and Orissa	111		1 5	21 5	30	
Spices			1		1	
Betel-nuts-	60 1 5 mm	ewts	34,89	6,50,7	32 27,18	8 7,95,
To Bombay	Chief port	044.00	3.4		83 1,5	2 48,
" Sind	(Chief port	,,			06 45	7 10,
" Madras	Other ports		1,8	48 42,9		73.75
	f Chief port	13	290,0	18 72,32,1 6 1	30	11
" Burma	··· ( Other ports	17	3,6		21 3.8	S5 S5,
" Bengal	All ports	**	3,3	37 65,0		12 49,
, Bihar and Orissa		,,	1			
Cardamonis-	Chief port	cwts	.	20 8	40	
To Bombay ,, Sind	Karachi	,,				2
	Chief port	**	***			7
,, Madras	Other ports	**	4	50 27,1		74 24
,, Burma	Chief port,	,,	1 7	2 2	55	2
, Bengal	All ports		1	3	80!	

# COASTING TRADE.

Statement showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian ports in the official years 1922-23 and 1923-24.

			Indian	Produce a	nd Manufac	tures.
Articles and ports	to which exported.		1922	23.	1923	24.
- It does and ports			Quantity.	Value in rupees.	Quantity.	Value is rupees,
Spices—concld.						
Chillies—	Chief port	owts.			404	
To Bombay Sind	Chiel port	01146			230	7,20
	Chief port	"	14	300	29,132	6,10,10
" Madras	Other ports	33	405	10,632	35,390	7,55,3
,, Burma	Chief port	**	54,721	15,61,594	26,300	5,05,7
" m .	All ports	٠,	1,064	1,845 40,408	378	10.0
,, Bengal ,, Bihar and Orissa	All ports	"	223	7,600		8,3
Ginger		",	"	1,000	720	0,0
To Bombay	Chief port	ewts.			298	15,1
,, Madras	Chief port	57	SS	2,200		20,3
,, Burma	Chief port	,,	131	4,177	120	6,0
,, Bengal Pepper—	All ports	**		***		
To Bombay	Chief port	ewts.	263	27,826	503	50.2
. Madras	Chief port	52	170	16,051	197	21,7
,, admirate		12	49	5 445	81	11,3
,, Burma	Chief port	**	28	1,265	36	28
,, Bengal	\ Other ports	,,	1,489	43,377	72 629	21,3
Other seris-	zen ports	,,	1,400	40,077	029	21,1
To Bombay	Chief port	ewts.	147	3,750	40	3,5
" Sind	Karachi	13			121	3,0
,, Madras	Chief port	**	8	96		,
	"\ Other ports	2)	503	14,319	23 991	30.5
,, Burma	Other ports	"	623	40,009		32.5
,, Bengal	All ports	"	457	15,549	574	22,1
,, Bihar and Orissa		,,	4,061	1,32,385		1,11,
,, Cutch	Mandvi	13	l´ i		4	
Stationery (excluding pape To Bombay					1	20.
, Sind	Chiel port		] ]	19,765		1,
Madras	Chief port			1.025		7.3
Burma	Chief port		1	65,665		29,0
**	Other ports			3,392		6,1
,, Bengal ,, Bihar and Orissa	All ports		, J	3,295		1,5
, ,, Disar and Orissa		***		960		
stone and Marble—			) )			
To Madras	Chief port	tons	i I			
	Other ports	5.5	} 1)	72		51.0
,, Burma	Chief port Other ports	,,,	124	16,910	1,245	1,0
Bengal	All ports	,,	1 4	340 1,339	4	3
,, Bihar and Orissa		**	l 'i	1,000	2	- (
Sugar, 16 Dutch standard	and alsons					
	Chief port	tons	1	0.00.050	. 55	12,5
To Bombay	Chief port	tons	528 10	2,38,250 5,450	30	16.0
, Madras	··· ) Other ports	,,	10	0,400	ľ	
- , Burma	Chief port	**	265	1,16,648	216	1,18,
	Other ports	**	549	2,68,645	307	1,57,2 4,83,5
,, Bengal ,, Bihar and Orissa	All ports	**	1,115	6,53,895	744	4,83,0
,, Diam and Origin		**	1	900	1	

# COASTING TRADE.

Statement showing the quantity and value of Country goods exported coastwise from the Bengal Presidency to Indian ports in the official years 1922-23 and 1933-24.

							-me 1020-2	
					Indian	Produce a	nd Manufac	tures.
	Articles and ports	to w	hich exported.		1922	-23.	1923	-24.
					Quantity.	Value in rupees.	Quantity.	Value in rupees
Sinar, 15	Dutch standard a	nd b	elow					
75-13	Sombay	**	Caner port	tons	- 6	1,800		
,, Si	ind	***	Karachi Other ports	**	14	3,400		
	Indias		Chief port	19	341	10.014	498	1,08,975
., 33	urms		Other ports	"	57	46,914 5,754	395 49	
B	iongal		All ports	17	519	45,038		
" B	shar and Orissa	***			26	13,608		26,635
Tallow a	and stearine, incl	udin	g grease and	animal				20,000
fat	Bombay		Chief port	ewts.	173	11,692	16	500
, S	ind		Karachi	**	40	833	10	500
, M	ladras		Chief port	**	18	887	- 4	171
The The	urma .		Chief port	33	2,840	1,37,652	963	38,831
			Other ports	19	5	199	15	
7ез.—, Б	Bengal	•••	All ports	"	42	1,180	24	945
Black-	-							
To B	ompul.		Chief port	lbs.	8,782,985	57,57,236	3,272,968 217,596	29,24,312
" S	ind	***	Karachi Chief port	19	274,875 139,256	1,60,004	217,590	2,02,247
., M	Indras		Other ports	29	139,256	1,47,385	261,535 71,724	2,58,578
			Chief port	"	2,382,213	40,708 17,30,961	2,057,659	59,310 19,47,103
,, B	urma	•••	Other ports	"	59,067	51,354	74,015	71,319
"В	engal		All ports	11	685,541	3,61,649	859,281	7.44.232
	ihar and Orissa	·		11	5,600	2,000	2,072	500
	athiawar	***	Mangrol	21				
	orebunder havnagar			"	8,848 62,061	5,000 30,956	2,875 37,775	2,037 23,784
,, V	irawal			"	1,700	850	01,110	A 20,704
., Ct	uteh		Mandvi	"	3,678	2,030		10,190
Green-							1 '	1 "
	Burma	•••	Chief port	lbs	000			
Harbrelle.	Bengal s (including parasc	de ni	'All ports	. "	360	200	٠٠٠	
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Chief port	No.	2,308	6 500	6,420	13,750
20 2	Madras		Other ports	**	2,280	5,200	7,240	20,200
,, I	Burma		Chief port	13	103,748	2,59,433	79,195	
	Sengal		Other ports All ports	**	39,186 382	96,385 1,120	2,364	6,280 1,635
1	Pravancore	***	Alleppey	***	1,080	3,000	978 1,440	6,600
Wax of a	dl kinds (other th		araflin wax e:	xeluding	1,000	0,000	1,140	0,000
cantiles'	i) e				ì			
10 E	Burma 4adras		Chief port	ewts.	67	4,554	574	
,, A	engal		Other ports All ports	. "			14	
Wood and	d Timber			- 11			1 ^	1
Timber	other than railwa	увю	opers-		ĺ			1
Teak t	wood— · ombay		Chief Port	c. tons	,			
AU DI	iadras		Chief port	e. tons	8	1,456	[ 1	180
			Chief port		°	48	58	9,193
	urma	****	Other ports				111	3,150
, B	engal ihar & Orissa		All ports	**	1	390	1	166
Other	imber—			٠,	33	1,045		
To Be	ombay		Chief port	c. tons				l
	fadras			11	l j			140
			Other ports	**	1	120	١	
Tt.	urma engal	•••	Chief port All ports	**	,,,,	***	73	160
¥00d		•••	and porce	**	110	5,885	48	3,430
Firewoo	od							
	Bengal		All ports	tons	!		2	230
To	inds		Ohine ment					3,760
Other k	Dambass			***				
Other k	Bombay		Other ports					
Other k	Bombay Madras	100	Other ports					
Other k	Bombay	100	Other ports Chief port Other ports Other ports All ports	***		11,345		2,350  30

# 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 1922-23 and 1923-24.

				India	n Produce a	nd Manufa	ctures.
Articles and ports	to "	hich exported		192	2-23.	192	3-24.
Articles and ports	20 %	man experience		Quantity.	Value in rupees.	Quantity.	Value in rupees.
Wood-coneld.							
Manufactures of wood ot eabinetware—	her t				00.144		
To Bombay		Chief port	•••		23,144 160		12,50
., Sind	***	Karachi			1,450		3,87
, Madras		Chief port Other ports			4,99,672		4,09,81
		Chief port			4,28,916		6,29,54
" Burms	• • • •	Other ports		1	3,005		2,32
" Bengal		All ports			6,150 1,034		11,89
Bihar and Orissa				***	1,004		
Wool-Raw- To Bombay		Chief port	lbs.				
Sind		Karachi	,,	33	2,587	80,388	36,21
Manufactures-					1 .		2.00
To Bombay		Chief port	***	'	1		3,20 1,40
,, Madras		Chief port Other port					65,26
" Sind		Kurachi			4,984		
					75.262		30
., Burma	•••	Chief port Other ports			17,434		1,20
Other Textile manufactures	_				3,656		ĺ
To Bombay	•••	Chief port	***		4,020		
,, Sind	•••	Karachi			4,020		2,62
" Madras		Chief port Other ports			324	1	3.74
		Chief port			2,813		3,13
,, Burma	•••	Chief port Other ports			550		** ***
All other articles of mercha	ndis	c		1			
Unmanufactured-					774		
To Bombay		Chief port			17,400		82.14
,, Madras	•••	Chief part			5,15,441	1	6,13,49
, Burma	•••	Chief port Chief port Chief port Other ports			550		10
, Bengal		All ports			80,586		58,23
, Cutch	***	Mandvi					- 6
Manufactured-				]	0.00 504		4,07,49
To Bombay	•••	Chief port	***		2,36,584 1,150		5,83
" Sind		Karachi Chief port	•••		75,876	i :::	70,61
,, Madras		Other ports			10,701		33,83
D		Chief port			5,55,239		5,46,09
" Burma	•••	Other ports Chief port Other ports			26,532		21,71 37,64
" Bengal		All ports			33,193 4,800		8,17
" Bihar and Orissa	•••		• • • •	***	4,800		
" Pondicherry " Travancore		Alleppey		:::	725		1,47
Total Merchandise—	•••	Mileppoy					
To Bombay		Chief port			2,28,92,613		2,18,02,48
" Sind		Karachi			54,96,151		62,41,8
Madras		Chief port Other ports Chief port			1,27,75,542		1,24,48,24 2,04,32,05
		Other ports			1,53,56,932 7,32,78,515		
,, Burma		Other ports			36,74,310		26.50.37
, Bengal		All ports			76,21,202		83,62,06
" Bihar and Orissa		Pores			11,15,486 1,25,784		9,28,24
,, Pondicherry					1,25,784		00,00
		Dwarka			1 ";; 4~		18,03
***		Porebunder			88,470		3,40
,, Kathiawar		Wadibunder Virawal			2,710		821
•		Mahuva					27 120
		Bhavnagar			32,631		25,68
					3,47,311		1,31,64
The same and a same							
,, Travancore		Quilon			2,08,825		22,493
" Travancore " Outch		Quilon Mandvi			2,08,825 2,636		22,493
		Quilon			2,08,825 2,636		22,49

Grand Total of Merchandise

### 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 1923-24, as compared with the figures of the two previous years.

		Quantity.		Value in rupees,		
ARTICLUS.	1921-22.	1922-23,	1923-24.	1921-22.	1922-23,	1923-24.
Herses, ponies and mules No. Hernel cattle	2,526 198,815 586,756			7,32,200 70,95,379 84,11,219	ł	
Sheep and gotto	407,791		ļ	17,71,489	1	1
parel including drapery, &c Mds.	690,161		1	\$1,41,335 22,29,701 5,16,63,290		
land coke	88,685,029 1,454,461		İ	4,79,01,623	1	
Traistand yarn (Foreign) Mds.	180,841 486,856		Ì	2,89,29,336 3,97,53,019 21,03,07,786		
Piece-goods (Foreign) "	=		1	1,05,39,94		
guicals, excepting saltpetre "			l	94,71,070	1	
1.—Medicinal preparations Mds. 2.—Other serts, not intoxicating 3.—Intoxicating drugs (other than	:::	1		45,92,60	0	
3-Intexicating drugs (other than spinm)	1,683		1	82,41		
opium) pring and Tauniug Materials— 1.—Indigo Mds. 2.—Myrobalans	8,849 911,025			16,98,07	3	
t-Cutch	41,190 194,260	el .	1	22,14,82 18,13,99	7 8	
i_Animero i_Animero de and alizarino dyes l_Tanning barks l_Other kinds	5,58 112,81 102,90	íl 3	ļ	2,65,07 19,65,01		
biler- Mds	317.33	9		10,89,68	901	
2_Bran and crushed food	58,24 2,462,45	6		51,16,46 1,99,29,71	30	
Avens products—	20,166,59	3 3	able.	13,91,87,6	10 ej	Not available.
i.—Inte, raw Mds i.—Inte, manufactured— a.—Gunny logs and cloth Mds 3.—Hemp and other fibres, raw		Not available.	avadable	12,01,69,1 23,59,4	Not available	avai
\$.—Hemp and other fibres, raw , Grain and pulse— Mels L.—Whent Mels	6,410,91	9 5	to No	- 4,75,61,1 92,83,5	N t 80	Not
2.—Wheat flour	4.293.2	5		22,83,5 1,54,01,3 9,06,73,5	19 67	
4.— Do, not in the busk	13,693,4- 18,31 6,135,91	71	1	1,05,4 4,02,43,3 20,96,1	37 18	
1.—Others "	641,4	22			1	
Hides and Skins—  1.—Hides of cattle—  2.—Dressed or tanned Md.  3.—Raw	14,9 730,5	20	1	10,49,5 2,12,94,5	70	
animals			1	1,24, 1,83,33,	162	
a.—Dressed or tanned Md b.—Raw	8. 1.2 267.8 42,6	82		1,83,33, 2,81, 7,23,94.		
Herns	677,3	23	1	23,47,		-
1.—Unwrought Md 2.—Wrought (except boots and		180		20,15,	472	
Leale and Rose (imported and	.			26,81	848	
		590 194		1,02,77	,8701	
2.—Wines and Spirits Do	. 23,	518		1,39		
1Copper, unwrought Me	10 B	663 489		28,40 58,96 23,2	1.77	
3.—Copper, manufactured		953 126	- 1	23,82	9,971	
	3,009	,143	1	1,15,8 6,60,3	1,437 0,418	
L-Machinery and millwork	5,188	1022	1	1,15,8 6,60,3 15,16,2 7,02,7 45,3	3,069	
2.—Other Manufactures 3.—Metallic ores 4.—Other metals	5,893	r,231 3,832	1	1,21,8	2,103	

### 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 1923-24, as compared with the figures for the two previous years.

	1		Quantity.		Val	ae in rupees	
ARTICLES.		1921-22.	1922-23.	1923-24.	1921-22,	1922-23.	1923-21,
Mineral substances— Chalk and lime Marble and stone Other mineral substances	Mds.	2,766,423 3,310,720 51,103			16,13,874 19,86,975 8,85,097		
Oils— 1.—Kerosene	Mds.	7,213,611			6,37,87,516		
4.—Coconnut		133,979			30,85,952 77,25,426 3,01,32,564		
Oil seeds—	Mds.	2,168,030 3,518,883			3.08.50.800		
2.—Mustard and rape	- 11	3,097,141 146,363 65,211 868,223	8		2,45,53,822 13,52,655 6,15,387 67,85,167		
4.—Poppy 5.—Earth-nut 6.—Castor 7.—Cotton	,,	866,223 413,856 90,560 311,331	1	ľ	34,33,839 275,728		
8, -Others Opium Paper and pasteboard Provisions—	17	18,009			19,87,162 1,17,11,881 1,51,19,930		
n Defeat family and mate	Mds.	215,203 228,831 733,31	1		1,46,96,314 1,37,46,679 1,29,37,338		
3.—All other kinds Railway plant and rolling-stock 1.—Lecomotive engines and b	enders	123,011	1		1,84,77,207	1	
and parts thereof 2.—Carriages and tracks and thereof 3.—Materials for construction			1		5,97,59,504		ļ
a.—Steel rails and fish-plate b —Sleeners and kers of ste	es Mds. ol	1,081,50			89,74,305 1,92,681	1	١.
and east iron 4.—Other sorts Salt	"	20,18 411,93 10,852,19	6		1,35,92,480 1,34,55,684	il .	
Saltpetre, &c.— 1.—Saltpetre 2.—Other saline substances Silk—	Mds	289,25 103,75	6 <u>6</u>	appe	46,54,663 5,28,233	lable.	llable
1.—Raw (Indian) 2.—Raw (Foreign) Silk—Piece-goods—	Mds	- 3	Not available	Not available	21,59,241 14,330	Not available.	Not available
1.—Indian 2.—Foreign Spices—	Mds		Not	Not	9,32,30	3	Ä
1.—Betel-nuts 2,—Pepper 3.—Ginger	Mds	1,450,15 203,55 22,35 236.92	2		1,51,01,010 50,37,678 3,45,190	3	
4,—Chillies 5,—Cardamons 6,—All other kinds		216,92 16,35 483,15	200		3,45,19 46,79,74 22,58,61 83,18,23		
1,—Refined 2.—Unrefined	Mds		6		12,23,61,67 1,01,72,60	1	
Tea- 1.—Indian 2.—Poreign	Mds	9,312,00 2,03			9,81,59,94 66,55	5	
Tobacco— 1.—Unmanufactured 2.—Manufactured—	Mds	-10,01	1		87,08,15	1	
a.—Cignrs b.—Other sorts Treasure—	Mds.	51,50	3		2,99,77 61,21,61	1	
1,—Gold coin 2,— hullion 3.—Silver coin (Govt. rapees) 4.—Silver Bullion 5.—Nickel coin 6.—Bronze or copper coin	Ozs	18,25 901,76 6,149,24 11,575,71 361,60 723,91	7 22 6		13,83,88 1,52,39,75 1,48,22,22 3,23,81,71 1,80,80 67,88	3 2 6 0	
Wood— 1.—Timber, ex milway sleepe 2.—Manufactures					6,34,10,14 1,04,33,57	9	
Wool— 1.—Raw 2.—Carpets and rugs 3.—Piece-goods (Foreign) 4.— 5.—Other series of merchans All other articles of merchans	Mds.	13,37	7		9,75,47 30,94,90 14,48,89 8,80,51 14,43,60 18,64,45,05	0 1 7	
All other articles of merchant	,,,		-		9 52 34 43 61	-	1

### INTERNAL TRADE.

#### EXPORTS.

Submost showing the articles exported from Calcutta Trade Block by all routes—Rail,
Rier, Road and Sea [constitut and foreign] thering the year 1923-24, as compared
reith the figures of the two previous years.

		Quantity.		Vs	lue in rupe	8.
ARTICLES.	1921-22.	1922-23,	1923-24,	1921-22.	1922-23,	1923-21,
Hinders, ponies & mules	2,652 27,297 130,033 20,018 1,055,114 43,431,797 981,957 202,505			6,73,657 12,75,887 11,93,017 1,42,992 2,92,91,467 46,21,311 2,00,16,198 5,82,35,039 3,60+16,546 3,44,31,338 18,17,74,618 5,45,59,832 38,18,331		
henicals, except saltpetre				50,53,507		
eginn) Mds.	25			1,218		1
i.—Others price and Tunning Materials —Indipo —Indipo —Other —Other —Other —Other —Other —Other —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indipo —Indip	9,601 983,515 70,401 69,936 128,762 7,217 81,683			3,07,62,557 18,21,551 36,97,930 38,76,407 19,06,981 1,42,211 24,00,438 31,53,620 8,71,171		
j.–Others Folder—  1.–Others Folder—  1.–Others Folder—  2.–Bran and crushed food  3.–Hay sturw and grass Folds and verballs (fresh) Folds and verballs (fresh) Folds and verballs (fresh)  Folds and verballs (fresh)  Folds and folds  2.–To, Innumfactured—  a.–Camp; lagus and cloth  3.–Heap and other fifters, in w	2,502,980 768,913 389,379  14,751,831	able.	Not avuilable.	89,84,19; 29,47,57; 8,96,07 40,78,88; 15,74,19,41; 31,40,77,62; 30,92,14	available	Not available.
A—meny and other mores, row form and fivings 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1—Therd 1	877,95; 2,184,93; 1,160,84; 10,500,10; 24,34; 3,247,06 300,03			65,27,77 2,31,20,70 42,06,17 7,03,09,47 1,31,00 2,38,29,14 9,48,08	1 0 8 1 1 1 7	
4.—Bressed of tanned Mds b.—Raw 1.—Skins of sheen and other	751,20			28,00 2,17,18,46	2	
animals— a.—Dressed or tunned Mdb b.—Raw Bors Loc		8		3,59,10,60 7,93,56 8,80,22,80	18 14 13	
Wrought (excluding boots & shoes) ,,	13,47	1		13,46,50 15,86,80	18	
L.—Ale and Heer Md: 2.—Spirits and Wines	37,54 31,91 11	3		10,88,29 45,30,4 1,5	13	
L-Copper, unwrought Md: L-Brass, do.  L-Brass, ditto  L-Brass, ditto	3. 124,83 144,30 57,81 105,99	4		64,01,5 1,58,53,0: 46,20,1: 72,50,1-	20 51 17	
Wrought (Bars, sheets, &c.) ,,	1,595,19 4,480,37	9		75,18,81 6,33,67,81 5,72,30,51	06 52	
4-Other manufactures includ- ing bardware and entlery, 5-Metallic ores	6,798,98	3	"	5,92,60,0 58,01,3 72,50,1	10 01 89	

# INTERNAL TRADE. EXPORTS.

Statement showing the articles exported from Calcutta Trade Block by all routes-Rail, Statement showing the articles experien from Julieutus Frace Frace of the routes—Rail,
River, Road and Sea [coasting and foreign] during the year 1923-24, as compared
with the figures of the two previous years.

	1		Quantity.		Va	lue in rupee	3.
ARTICLES.	1	1921-22,	1922-23,	1923-21,	1921-22.	1923-23,	1923-24,
	ds.	740,000 80,000 11,000			5,22,583 65,116 55,83,587		
Oils— 1.—Kerosenė M 2.—Castor	ds.	527,505 07,507 977,390 176,656			42,32,591 14,67,658 2,19,59,193 55,08,949 52,47,928		
Oil Seeds— ( M	fds.	3,999,632 3,999,632 591,596 66,927			2,89,32,143 53,36,113 6.97,856		
4.—Poppy 6.—Earth-nut 6.—Custor 7.—Cotton 8.—Others	:	69,303 80,857 93,703 77,667 159,025			8,32,455 8,45,695 7,96,695 2,54,580 13,61,82 2,19,03,73		
Paper and pastehoard Provisions— 1.—Gheo 2. 2.—Dried fruits and nuts	Ids.	14,618  107,170 135,510 376,457			95,50,441 95,50,851 39,83,701 50,15,441		
1.—Locomotive Engines and		471,961			63,58,23 2,00,78,99 60,28,97	1	
e.—Other sorts Salt Saltpetre, &c.—	  Mds.	81,991 2,646,161 9,717,25			16,93,03 7,44,90,41 2,41,06,69 42,77,49	3	ole.
2.—Other suine substances  Silk— 1.—Raw (Indian) 2.—Do. (Foreign) 3.—Piece-goods (Foreign)	Mds.	323,61 95,51 4,01 3	availa	Not available.	5,25,33 9,63,96 10,66 1,91,95	ot availab	Not available.
4.— Do. (Indian)  Spices— 1.—Retel-nuts 2.—Pepper 3.—Ginsor 4.—Chillies 5.—Cardamoms	Mds.	1,904,83 134,60 10,83 256,84	1		71,15 1,07,35,95 46,90,0 1,41,5 43,52,6 12,61,2	75 17 15	
8.—Others Sugar— 1.—Refined 2.—Unrefined	Mds.	15,01 409,33 6,478,0 3,009,3	10		52,13,9 12,98,46,5 4,31,15,8	80 19	
2.—Foreign Tolsacco— 1.—Unmanufactured 2.—Manufactured—	Mds.	492,7	47 59		14,07,14,1 3,6 92,73,8	12	
a.—Cigats b.—Other sorts Trensuro— 1.—Goal coin 2.—Gold Bullion 3.—Silver coin (Gort, Rapees) 4.—Silver Bullion	0xx.	91,4 7,5 39,2 7,307,5	150 15		62,6 31,51,5 5,61,6 21,54,0 4,51,33,0	157 157	
5.—Nickel com 6.—Bronze or copper coin Wood— 1.—Timber ex railway sleepers	 . Mds	691,1 756,5 714,	19		4,51,33,1 22,22, 3,78, 66,1 1,67,60,1	515 979 537	
	Ma	34. 15,	709 137		1,46,03, 15,82, 29,18, 11,61, 8,16,	001 518 553 821	
5.—Other sorts of Manufactures All other articles of merchandisc			_		5,78,17, 9,99,08,45	701	-

BRITISH INDIA.

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201 CV 188	Tatue. Rx. ‡ 292.749 220.656 228.217 322.660 346.332	Quantity, Value C 3,306 6,205 2,708 5,223 7,347 10,782 7,374 14,549 4,135 8,270 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,530 1,325 8,53	Tons. 674		Tons. Rx. ‡ 1.315 52463 2.463 8252 1.832 733 1.832 733 1.832 733 7337 7337 8433		Cwts. 4,130 2,593 3,852 4,001 4,088 5,512	Rx. ‡ Rx. ‡ 77,423 83,706 93,292 1111,604 126,675	Quantity. Value.	Bx. ‡	Quantity. Curats. 265.901 266.584 326.553 384.535	Faine, 135,918 132,511 143,510 142,672 66,063 97,239 97,239
Tone Ro. 15 1908 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S. 020 15.128 (S.		@ @ 12 + 13 (3 t)	Tons. 67		92291112	++ 888289	3,5593 2,593 3,852 4,001 4,003 5,519		Carats.	Bet t	Carats. 265,901 266,584 326,855 334,535 215,513	Bx. ‡ 135.918 132.511 143.510 142.672 66.063 97.239
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	Kash- nir.	Tons.		:	:	:	:	:	:	:		:	;				3			:	:	:	:	:	-
	N. W. F. Province.	Tons.		;	:	:										215		•		:	:	:	:	:	
	Raj- putana. (Bika- neer.)	Tons.		49,964																					
	Nizam's Territory. (Hydera- bad).	Tons.	_			414,921																			
	Central India.	Tons																						235,298	
-	Central Provinces.	Tons.																						679.081	_
	Punjab.	Tons.				13,119																		80,493	
	Bihar and Orisea.	Tons.			4,191,300	5,325,291	6,457,612	7,992,379	7,134,573	7,041,208	7,610,330	9,126,385	10,227,557	10.661,062	10,718,155	10,767,683	11,932,419	13,680,030	15,119,812	11 075 656	19 000 27	10,000,10	0.000000	14 107, 851	
1	Bengal.	Tons.																						4,621.073	
Octobro de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición de la composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición della composición dell	Assam.	Tons.			277.065	285,490	295,795	975.934	305,563	907.236	004 803	997 160	020 869	203 160	211 906	087.315	201 480	001 484	001	101,102	320.030	312,460	348,103	326,149	334,04-4
16		Year.				1908							1010	··· etay	1014	301	101	1010	0101		1920	1351			1324

(a) Including



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 1904-1905 to 1923-24.

					COAL						COKE	t Patent	FUEL.			
				Imp	ported int	0-					Imp	orted into	-			TOTAL COAL AND
Year,		E. B. & Assam.	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	E. B. & Assam.	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Coke, &c.
		Tons.	Tons,	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1904-5	٠		965	186,775	1,433	11,380	40,519	241,063		477	4,480	5,297	236	840	11.330	252,393
1905-6 1906-7			1,114		1,419	6,590	17,483	172,691 244,959		479		3,279	204	1,056 629	7.244	179,935
1907-8			1,887 683	213,254 229,288	6,272 18,584	13,497 17,922	10,049 24,820			474 846	7,497	3,541 3,680	103	4,246	12.244	257,203 308,348
1908-9		40	348	356,293	21,730	34,833	22,155	435,399		585	9,693		710	980	20,407	455,806
1909-10		1,327	1,192	338,862	29,379	11,759	23,859	406,378		519	5,769	10,466	280		22,157	428,535
910-11		404	3.036	277.065	4,460	13,693	23,989	322.647		99	2,444	6,052	185		11.534	
911-12		92	199	250,611	1,771	18,183	14,892	285,748		249	4,764	5,844	111	1,196	12,164	
912-13 913-14			586	561.083	15,767	23,282	42,484	643,202		131	2,425	5,997	373		10.492	653,694
914-15	[		2,431	443,744	13,242	41.774	30,623	531,814		140	4,556	12,416	211	10,053	27.376	559,190
915-16	]	***	79	326.228	1,078	22,801	28,853	379,039		99	2,047	1,653	130	9,270	13,199	392,238
916-17			687 4.369	95.721 33.305	12 881	1,720 250	16,325 9,660	114,465 48,465		51	987	7,749 177	159 45	8,321 425	17,260	131,725 49,114
917-18			4,982	11.249	155	92	7,195	23,673		1 2	1 1	111	48 51	1,059	1.116	
918-19	:::		1,057	53.140	25		12,412	66,634	***	°	1 1	1 7		1,174	1.174	67,808
919-20			7,241	24,252	156		6,531	38.180				256	58		1,272	
920-21			4,579	43.095		257	38,062	85,993			188		85		1,003	
921-23	60	1	14,209	1.116.198	\$6,197	63,947		1.489.282		103	5,034	1,254	205		11,905	
1922-23		440	26,247	620.925	57,564	91,255	85,819	\$81,810		441	10,589	1,952	921	13,174	27.077	908,887
1923-24			3,016	375,092	67,203	89,188	57,469	591,968		50	965		372	18,979	22,340	614,308

Statement of the quantity of Coal (exclusive of Government Stores) corpored to Foreign countries from British India

			Exported	from-(I:	DIAN MI	ERCHANDE	se).	E:	sported fr	om-(For	REIGN ME	RCHANDIS	E.) ‡	Total
Year.		Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.	Burma,	TOTAL.	exports.
		Tons.	Tons.	Tons,	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
904-5	{	*3,376 +590.176	950				*3.376 591.456	<b></b>	1		17		18	594,850
905-6	{	*4,239 +831,380		5		350	*4.239 831.910	}	37		2		39	836,188
906-7	Ì	*3,960 +925,203	*1	*1		230	*3.962 931.338	į	218		12		230	935,53
907-S	}	*5.178 +722.451	250	2			*5.180 722,701	į	1.035				1,035	728,91
908-9	}	*1.656 ±569.654	1		50		*1,656 569,926	į	20	i i	19		39	571,62
909-10	}	*1,833 +756.534				1	*1.834 756,994	į						758,82
910-11		*1,528 +887,882		91		]	*1.528 888,073	į	1		s		9	889,61
911-12		*1,382 +871,308	*2				*1,384 872,603	į	7		205		212	874,19
912-13	1	1,468	*32		20		*1.500 879,719	į	267				267	881,48
913-14		*1,885 +721,349			40		*1,885 721,756	1	27		18		45	723.6
914-15		*1,767 1592,474	27		3		*1,794 592,492	)	12		51		63	594,3
915-16		*1,301 +803,303	*30		*1		*1,332 803.958	1	513		1		514	805,80
916-17		*2,917 4823,124	*59	5,408	1		*2,976 \$29,142	1	14			200	214	832,3
917-18		†254,503	542	860			255,905 *408	1	121			974	1,095	257,4
1918-19	:	1142,949	685	-	·		143.627 *85	1	ļ					143,7
919-20		1672,778 *1,429	6,991				679,769	(i	208				208	681,6
920-21		+1135725 *1.535	3,330	4	3,556		1,142,608 *1,803	li	711				711	1,145,1
921-22		† 111,53 *1,02	7 +1.680	t	+159	†1	+113,370 *1,362	li .	30,103				30,105	144,8
1922-23		† 97,61 *26	1 +	t	, " +2	+10		li	50,780		14	0	50,920	149,1
1923-24		†131,55	9 1800	N	†48	†110		1i	41,075	2	15,19	2	56,26	188,8

† Coal

\* Coke,

‡ Coal and Coke.

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### BOMBAY COTTON GOODS TRADE.

Exports of Indian manufactured Piece-Goods and Yarus from Bombay port only. 1919-1920.

		LEN	GTH	V d $XV$	THORT					VAL	UE,		_
	Piece-go	ods. Y	arns.	Perect of		Weig	al lit.	Lakl Rup		Perce	ntage of	lakhs 00's	age.
EXPORTED TO	Mil. 20000,8	lions of		Goods,	Yarns.	lions of [cono's tred.]	%	000's or	nitted.	Goods.	Ynvns,	Total value in lakhs of Rupees [000's omitted.]	Percentage.
	Yards.	ъ.	Ph.	%	%	Mills Pres.		Goods.	Yarns.	%	%	Total of R	%
Foreign Ports	117:80	*19:46	02:22	21.60	51-00	92101	87:95	†4,70°67	7,07.06	23:50	49*74	111,7833	31
Indian Ports Interior by rail	136:17	*34*01 56*28	15:31 41:78			19*3% 101*06	20:37	(a) 5,29°66 \$10,03°15	1,75.78	26:41 50:00	12:36 37:90	(b) 7,04:44 §15,4259	90 45
Total Indian	361:30	90:32	60.15	75:40	49.00	150111	62'05	15,31*81	7,15:22	76:50	50.20	22,4710	65
Grand Total	479'16	119.78	122.67	100.00	100.00	242'45	100:00	20,0218	14,22,88	100100	100.00	31,2530	100

#### 1920-1921.

Foreign Ports	114-67	28:07	77-91	13*33	46.82	106-58	27:97	t5,42°87	9,43.76	13-72	47:33	‡14.86·63	24:93
Indian Ports Interior by rail	252°78 *492°01	*63·19 123·00	58.85 58.85	99:41 57:21	17:75 35:40	92-71 181-85	24°32 47°71	(a) 12,96:00 \$21,18:39	3,82·23 §6,67·89	32·75 53·53	19:17 33:50	(b) 16,78:23 27,86:23	23°20 46'82
Total Indian	744'79	186*19	88:37	86:65	53.15	274-56	72-03	34,14:39	10,50-12	86:28	52.67	44,61'51	75.63
Grand Total	859146	214'86	160.28	100.00	100.00	381-14	100:00	39,57:26	19,93.88	100:00	100:00	59,5114	100'00

- \* Assuming 4 yards to be the equivalent of 1 lbs., and rice revns.
   Price-goods only, value including all other sets [Intulkerchiels, Henery, &c., &c.], Rs., 5,170 lables, or 1 Enclosive of yarms, Rs., 15,182 lables, E.
   Encluding of yarms, Rs., 15,182 lables, § Eddingtod, Government having disconstituted the publication of the value of Indian manufactured goods departically of when Penning poor.
  (a) The property of the property of them Benning poor.
  (b) Uncharred yarms, 15,187 lbs. 15,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 16,187 lbs. 1

#### 1921-1922,

Foreign Ports	159:47	*39.87	117:46	37*84	73:38	157:33	59-28	†4,23°33	7,23.26	37-21	68-20	‡11,45·59	52-2
Indian Ports Interior by rail	161°16 *100°76	*40:29	15:59 27:02	38°25 23°91	9°74 16°88	22-51 22-88	21°05 19°67	(a) 4,27.68 §2,81.96	1,12°74 §2,23°04	37.68 25.11	10°65 21°06	(8) 5,40:42 \$5,06:00	24°6 23°1
Total Indian	861.83	65:48	42.16	62:16	26-62	106:09	40.72	7,12.64	3,35-78	62'70	31.71	10,48'42	47.7
Grand Total	421:32	105:35	160.01	100:00	100.00	265-12	100.00	11,34.97	10,59:01	100.00	100.00	21,94.01	1000

- Assuming 4 yards to be the equivalent of 1 lb., and eice error.
   Piece-goods only, value including all other sorts [Handkerelnefs, Hosicry, &c., &c.], Rs. 4,40 72 lakhs, or Inclusive of yarms Rs. 1,16418 lakhs.
- 2 Bestimated, Government hering discontinued the publication of the value of Indian manufactured goods despatched to "other payrines" from bonday part,

  2) Fisco-goods only, who including all other sorts (Handkerchiefs, Hosiery, &c., &c.], Rs. 4,35°90 lakhs, or
- (b) Inclusive of yarns Rs, 5,48 65 lakhs. H.B.-Detailed information not available from 1922-23.

1922-23 Not available, (Discontinued from 1922-23.)

280	Stores and Treasure) 1800-1900 to 1923-24.	reasure) imp 1923-24.	Stores and Treasure) importee two, were my					
1			Mencus	MERCHANDISE.		TREASURE	URE.	
Year.	ú	*Total miles of railway open for traffic.	Imports.	Exports. (Foreign and Country.)	Net exports of Merchandiso.	Imports.	Exports.	Net imports of Treasure.
ood ooo			Rs. (1,000). 70,71.18	Ra. (1,000). 1,08,97,61	Rs. (1,000). 38,26,43	Rs. (1,000). 20,95,85	Rs. (1,000). 7,95,00	Rs. (1,000). 13,00.85 8,98,92
1900-1	: :	24,752	81.51.89	1,07,36,90	42,94,59	19,64,83	8,46,25	11,18,58
1901-2	: :		78,78,79	1,28,81,53	50,02,74	31,94,32	8,14.93	23,79,39
			96,67,82	1,57,51,43	60.83,61	33,02,75	7,97.65	14.47.15
1905-6	1 1		1,03,08,40	1,61,71,80	68.25.85	27,20,00	5,71,30	21.48,70
19061	1		05.05,00,1	1,77,24,55	47,35.05	32,82,04	5,44,62	4.16.121
1907-8			1,21,26,57	1,53,02,79	31.76,22	37,42,60	6,39,33	31,03,2
			1,17,05,15	9,10,08,81	80,73 41	39,70,32	7,11,95	25 58,35
	: :		1,38.57,48	9.97,84.41	89,26,93	53,42,90	7,04,57	12,00
1919-13		_	1,60,99,87	0.48.05,90	65,63,09	36,62,04	7,05,20	29,36,8
1913-14			1,37,92,90	1,81,59,16	43,66,26	91,77,03	3,30,33	4,45.9
•		_	1,31,98,62	1,97,46,94	65,47,62	14.50.02	4.94.16	9,95,38
1916-17		36,286	1,49,63,53	9,45,21,71	90,33,10	_	5,43,11	20,62,3
		36.333	1,50 42,51	9.53.88.14	84,84,73	_	2,68.83	1,40.1
1918-19		36,735	2,07,97,24	3,30,05,69	1,22,08,45	_	25.80,15	2,38,5(
	: :	37,029	3,35,59,88	2.58,16.97	11.25.11		18,99,32	12,15.67
			2,06 34,03	3,14,32,53	81,61,76		01.00	48.64.84
1922-23	:	32,618	2.27,61,13	3,61,91,09	1,34,29,96		9,55,40	
1993,74					_			-

### TRADE OF BRITISH INDIA-(Concld.)

Value of 18tal Indian Imports and Exports of Government Stores and Treasure from and to Foreign countries during 25 years in Thousands of Rupees, from 1899-1900 to 1923-24.

	Sto	RES.		TREA	SURE.	Net	
Year.	Imports.	Exports. (Foreign and Country.)	Net imports of Stores.	Imports.	Exports.	- exports + imports of Treasure.	Surplus im- ports.
1899-1900  1800-190  1800-190  1800-190  1902-3  1902-3  1902-3  1902-3  1903-4  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-7  1905-	Rs. (1.000). 4,50.26 4,50.26 4,60.27 7,26.15 7,70.81 8,03.46 8,03.46 8,03.46 8,03.46 8,03.46 8,03.46 8,03.46 8,03.46 1,5.50.08 4,35.11 5,48.05 8,60.00 1,76.18.31 10.61.37 13,02.97 13,92.93 13,73.00 11,75.21 13,43,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45,47 13,45 13,45 13,45 13,45 13,45 13,45 13,45 13,45 13,45 13,45 13,45	Rs. (1,000). 10,71 10,71 43,04 43,04 58,12 56,75 10,75 10,75 11,75 11,52 8,31 7,95 14,40 12,10,01 2,16,04 2,33,94 1,43,89 5,96,47 9,50,83 1,44,64 1,74,6,55	Rs. (1,000). 4,48.55 4,48.55 4,48.55 4,48.55 6,48.11 6,45.00 7,21,14 7,63.21 8,82.27 8,82.27 8,82.27 8,82.27 8,55.07 4,27,19 5,33.65 6,50.14 4,08.30 8,44.33 11,69.03 18,08,94 7,70,63 11,73,83 11,73,83 11,73,83 11,73,83 11,73,83 11,73,83	Rs. (1,000). 1,51 8,11,31 95,29 12,31 6,68,03 17,37,88 946,40 946,40 11,23 9,74 6,87 10,33,37 10,33,37 10,33,37 10,33,37 10,33,37 10,33,37 11,23 25,70,95 70,14,45 67,11,57 11,44,45 67,11,57	Rs. (1,000). 63 6,775,29 3,00,82 84,76 6,80,45,22 9,02,20 36,35 57 89 1,22 36,35 3,58,30 1,22 3,11,28 4,11,28 6,32,21 6,16,02 36,98 1,23,31	Rs. (1,000).  + 88  + 1,36,02  - 2,05,53  - 72,45  - 31,17  - 1,97,161  + 1,79,165  + 9,46,18  - 25,12  - 49,16,18  + 6,78,28  - 70,39  + 22,07,97  + 23,69,67  + 63,82,24  + 60,95,55  + 79,97  + 88,21  + 29,97  + 88,21	Rs. (1,000): 4,49,473 4,49,473 4,77,58 5,72,55 6,89,97 5,55,51 10,62,163 10,7,14,60 7,14,60 11,714,38 11,714,38 11,714,38 11,714,38 11,714,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71,38 11,71

### TRADE OF BRITISH INDIA .- (Concld.)

Value of the total Indian Imports and Exports of Merchandise (including Government Stores) into and from each
Presidency and Province in Thousands of Rupers, from 1919-20 to 1923-24.

				IMPORTS.				EXPORTS, I	NCLUDING RE	EXPORTS.	
PRESI	DENCY.	1919-1920.	1920-1921.	1997-1922.	1922-1923.	1923-1924.	1919-1920.	1920-1931.	1921-1922,	1923-1923.	1923-1924.
		Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)
ngal		 90,25,06	1,23,26,37	1,07,56,60	86,61,62	82,81,25	1,40,77,55	1,12,43,91	91,43,27	1,19,52,21	1,32,66,43
har and Ori	 issa	 								2,83	4,24
ombay		 82,43,44	1,32,32,61	1,01,59,28	91,81,56	90,21,67	1,17,41,71	83,51,93	83,68,57	1,02,78,61	1,15,42,08
nd		 20,31,67	39,53,71	31,56,64	26,33,51	25,83,32	18,90,03	23,33,31	16,02,22	24,95,40	39,90,71
ndras		 13,83,08	25,30,73	21,36,81	20,79,08	19,71,14	35,67,68	22,33,14	21,67,67	28,55,00	35,63,29
urma.		 14,56,99	23,14,01	20,50,92	20,58,47	18,57,94	23,25,15	28,06,61	32,84,03	39,93,13	39,71,79
		1	1	1			İ			Ì	
OTAL FOR		 2,21,70,24	3,47,67,43	2,92,59,75	246,19,24	2,37,13,32	3,30,62,17	2,67,76,79	2,48,65,76	3,16,07,17	3,63,37,61

TRADE BALANCE.

Statement of Trade Balances for 20 years. Total values of Merthandise and Treasure are given.

Garagman Mores and Treasure are reducted.

		1		Імт	ORTS.			1	Exi	PORTS.		Ba	LANCE.
Y	EAR.	Merchandis	Treasure.	Council Bills paid in India.	Private Remittance (about).	Rupee Paper re-enfaced to India.	Total.	Merchan- dise (Foreign and Indian.)	Treasure.	Rupes Paper enfaced to England,	Total.	Against India.	In favour of India,
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1984-5		. 96,67,82,88	33,02,75,29	35,53,57,000	2,00,00,000	1,48,36,400	1,69,72,51,5%	1,57,50,05,95	7,97,65,656	1,15,99,40	1,68,63,71,00	d	3,08,80,582
1903-6				47,24,51,000		1,41,01,501	1,74,66,06,396	1,61,31,50,331	6,41,97,569	1,03,29,50	1,69,23,07,40	6	5,47,00,332
1906-7				50,47,42,000		1,50,19,900	1,59,48,47,576	1,76,56,60,522	5,71,30,076	1,55,53,900	1,83,83,44,30	s	5,65,03,178
1907-8	**			23,57,39,000		1,85,83,100	1,90,14,77,331	1,77,21,55,613	5,41,62,291	59,88,000	1,83,29,05,89	4	6,85,71,440
1903-9	***	1,21,26,57,260			.,,,	1,56,31,600	1,67,53,18,396	1,52,99,46,786	5,95,66,736	76,79,300	1,59,71,92,82	9	7,81,25,574
1909-10	***	1			2,00,00,000	2,09,17,500	2,00,30,80,703	1,57,53,50,149	6,39,33,303	2,96,71,000	1,97,14,54,75	·	3,16,25,953
1910-11	•••	1,29,35,40,168			2,00,00,000	3,57,14,500	2,14,06.33,220	2,10,03,81,917	7,11,95,270	1,11,41,300	2,18,35,21,49	4 29,59,26	l
911-12	***	1,39,57,48,823			2,00,00,000	1,37,56,400	2,20,53,93,160	2,27,81,41,000	10,36,16,190	32,10,200	2,38,52,68,08	17,98,74,92	
912-13	•••	1,60,99,87,050			2,00,00,000	1,20,08,500	2,51.22,93,590	2,46,08,89,995	7,01,57,895	67,31,400	2,53,80,82,290	42,13,29	
913-14	•••	1,83,24,79,320			2,00,00,000	1,60,54,800	2,70,07,14,570	2,48,87,88,270	7,05,20,850	48,99,700	2,56,42,03,920	13,65,05,750	
914-15	•••	1,37,92,59,660		10,79,06,000	2,00,00,000	50,10,633	1,72,99,10,033	1,81,59,16,665	3,30,33,240	14,36,150	1,85,03,86,05	12,04,76,000	
915-16		1,31,98,62,435	11,85,52,065	29,99,06,000	2,00,00,000	1,39,26,900	1,77,22,47,400	1,97,38,02,195	7,42,58,310	48,78,700	2,05,29,39,200	28,06,91,805	
916-17	•••	1,49,63,52,645	•	47,07,41,000	2,00,00,000	1,00,32,850	1,99,71,26,49,	2,45,15,08,290		48,22,000	12,45,63,28,280	145,92,01,782	
917-18		1,50,42,51,105	•	50,72,42,000	2,00,00,000	91,92,700	12,01,09,85,805	2,32,55,54,195	. 1	12,07,400	12,32,67,61,591	128,57,75,790	
18-19		1,69,03,41,420		30,91,31,000	2,00,00,000	26,48,700	12,02,21,21,120	2,53,86,41,340	- [	96,16,175	t2,54,82,57,515	152,61,36,395	
19-20		2,21,70,21,425		38,90,99,000	2,00,00,000	1,41,21,775	3,40,16,32,754	3,32,75,79,753	32,25,97,719	6,81,775	3,65,03,58,249	34,92,25,495	
20-21	•••	3,46,01,58,143	31,50,75,040		2,00,00,000	94,29,700	3,83,49,59,883	2,65,91,69,475	51,50,22,675	39,09,450	3,90,83,01,600		62,66,58,293
21-22	[	2,80,50,08,746	30,20,46,303	[	2,00,00,000	35,81,025	3,13,06,34,074	2,46,83,07,219	19,06,73,144	1,59,79,950	2,67,78,00,313		45,27,73,761
122-23		2,32,70,76,893	63,01,40,017	3,75,00,000	2,00,00,000	90,28,000	3,02,40,44,910	3,14,32,52,598	2,78,13,278	3,52,23,000	3,20,62,53,876	18,22,43,966	***
23-24		2,27,61,13,390	52,20,27,403	12,68,50,000	2,00,00,000	1,24,29,500	2,95,74,19,293	3,61,01,08,576	3,55,40,655		3,66,36,15,331		

### SHIPPING TRADE OF BRITISH INDIA.

47 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 1921-22 to 1923-24.

							ST	EAMERS	ENTE	RED.				
	_				With	cargoes.					In	ballast.		
•	PRESIDE	NCY.	192	1-1922.	192	2-1923.	192:	3-1924.	192	1-1922.	195	2-1923.	192	3-1924.
			Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tors	Nos.	Tons.
Bengal Bombay Madras Sind Burma Bihar and (	   Orissa	    Total	 342 745 783 361 291 	1,164,653 2,404,470 1,371,717 1,086,735 849,873	283 598 813 285 350 	968.131 2,148.809 1,602,800 812,829 917,557	366	1,101,245 2.195,809 1,674,285 683,856 1.012,699 	67 39 65 49 86 	198,876 88,046 34,329 107,221 212,436  640,908	72 45 23 44 87 	38,345 113,867 234,833	117 67 23 96 116 	376,662 251,568 62,712 252,603 321,486 
					ST	EAMERS	CLEAR	ED.						
Bengal Bombay Madras Sind Burma Bihar and	Orissa	   Total	441 479 870 245 422	1,549,188 1,571,560 1,469,962 621,837 1,221,432		1,752,630 1,746,456 1,630,794 733,075 1,469,617	416 848 376 587	1.851,503 1,653,432 1,669,450 1,065,822 1,656,915 	246 32 111 12	256,322 732,015 94,890 328,615 40,412 	50 111 20 46 9 	165 577 355,716 51,863 136,815 32,926 	29 83 14 31 4 	106,816 307,975 37,459 89,883 27,194

3'

 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 1921-22 to 1923-24.	
		-1

						ORTHUN A PROSERIES TON TENTES						
			With	With cargoes.					In	In ballast.		
	er er	1921-1932.	198	1922-1923.	192	1923-1924.	192	1921-1922.	192	1922-1923.	192	1923-1924.
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
	1888	1,178 29,261 24,757 27,464 6,241	180 250 193 31	807 21,892 21,216 18,677 9,010	187 197 197 197	21,872 21,672 19,232 5,073	188 av	1,082 649 19,441 10,979	2002	2,002 1,528 21,585 330 9,314	11,000	1,444 811 24,430 7,220
TOTAL	823	88,901	629	71,6'2	989	68,682	267	34,553	1272	34,759	315	34,724
			SAILIN	SAILING VESSELS CLEARED	LS CL	EARED.						
	137 397 356 356 176	1	i	1		2,898 15,655 52,910 21,791 15,688	::	186 663 6,529 567	1925-1	1	1 1	1,449 1,449 101 37
TOTAL	1,072	118,979	828	111,357	1,016	108,942	83	7,945	. 61	908'6	65	2,093

# TABULAR HISTORY.

TRADE OF BRITISH INDIA FOR TWENTY YEARS.

(Figures given are for the official years from 1st April to 31st March.)

Imports.

			BRITIS	H IN	DIA F	OR T	WEN	ΤY	YEA	RS.						Tuene	ORTS.
BE	TEL		NUTS.									_			1	-	
10-11. lbs.	1911-12. The.		1912-13.	1913-14. Ibs.	1914-15. lbs.	1915-16. lbs.	1916-17. lbs.	1917- lbs.	18. 19	18-19. 1bs.	1919-20 lbs.		20-21, wts.	1921-22. cwts.	C/	xts.	923-24, cwts.
		П	3,490	1,568	3,472	:::	973	4	,072	1,003	2,0	1	31,001	:::		17	2
180,000	16,398 968 11,712,785		18933366		125,616,495	117,352,900 13,708,602	113,721,360 14,256,838		,814 15 ,418 2	1,352,559 0,448,931	11,506,5 14,263,0		803,465 114,977	853,1 127,7	16 1	000,5000 1.85,837	1,207,187 148,933 195 350
216,018 201,424	75,076 296,272		F7,381	68,320 1,057,296	87,021 199,576		906,435		2013	802,315 81,984	13,7 85,3 21,4	06 11 16	4,830 	9	59 61 75	2,429	1,585
753,500	361,000		100,110	0,008	16,912	29,314			,828	221	94,8	- 1	87		71 17 31	950 191 178	1,823
					7,300	11,225	8,24	1	1,351	40,439	43,6	- 1	360	-	-	4.	4.0
23,856 3,906	92,459 4,236		5,229	18,562	"i,330	5,96 3,80	18,30	s	201			1	3	ļ _	36	109,077	1,361,631
.297 300	128 863.610		28395,300	127,461.211	140,298,125	131,111,85	128.277.81	8 115,61	6 725 1	12,527,653	126,128,	813	955,668	1183,	usa I,	100,071	
	CLO		VES.													Ім	PORTS.
010-11.	1911-12. Ibs,		1902-13. Tes,	1913-14.	1914-15.	1915-16. lbs.	1916-17 lbs.	191		1918-19. lbs.	1919-1 lb:		920-21. cwts.	1921- ewt		922-23. cwts.	1023-24. cuts.
			-		549,26		-	-							1	296 117	1,337
820,197	1,373,603		1912,234 179 5.0	200 82	6 119.63	a	90.9	72	72,851	11,913,19	0,022	,558 .804	56,80		589 815	107,14 6	2) 54,927
,186,772			4317,400 3,702	8,433,01	7,397,68	9 10,700,0	20 10,731,7 85	71 8,1	12,997	***		140			173	39	1 153
654 315,560 1,560	531 3,136 1,175		2,00 29,12 286,50	1 27,33	9,91 2 3,41	7	196.0 01 7.6	89	3,031	23,81	30	,135	8		30		327
	="		33,41	a 75		) :::	1,		3		1 7	5,917	40	n	401	10	1 . 7
1,218	6.59)		10,41 1,10	7 90,14		16	85 9,5		7,698	22,10	6	3,574		D6	157	7	7 255
5,613 88,312			16,55	e	28,8			1	4,511		1 :					:::	I = 5
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	=	. 3	=	1		1 :::	:::		::	1,9	50	5,180	•••	3 :			
***	10,001,009		1,851,4	16 0,019,8	72 9 140 0	 10,701,	091 10,966,	377 8,	431,023	11,961,2		2,908	57,3	570	9,792	109,0	ed 62,423
,410,000	PEP		PER	1	10, 0,110,0											I	MPORTS.
1910-11.	1911-15.	26200	1912-1: list		4. 1914-1 lbs.	5. 1915- 1bs.	16. 1916- 108		917-18. lbs.	1918-19. lbs.	101	9-20. os.	1020-21 cwts.		1-92. vts.	1922-25 cwts	1923-24. ewts
lbs.		NEW YORK	103.	1118,	108-			-									-
	6,384	- 50		1 :::			41	J	9.133	- :::		1.095		40	10.006	Α.	978 10,108
13 5,335,26	1 2,000,110	0.000	2,450,	220 2,067			1,029 4,20		3,216,521	906,		07,980		,			
		- 42	::			1 ::					- 1	:::	. :				12.
	:::		:		::	1 2		.	41.80		3	75,952		36			4 38 72 87
19,950	200,68	6	11	.709 14	14	000	50) 1987 30	7.003	372,15	113	,074 ,915	48,312 7,378	51	36 101	3	öl	135 45
7,286 31,50	19,11	4	15	,729 2	191 2	5,235 3			14,45	1 ::	100		:::		:::	:	=
		П	V =	1 :		:   :	:   :	.	:::	1 =		:::	=	Ι.	:::	1	165
	***	1.	.4	1 ::	: 1 ::	: 1 :		70	2	8	. 27	184		10		:::	:::
459	3,825		1 1	,203 175	138	70 14	18	14,162	3,650,10	1,03		343,331		1,573	10,78	8 1	,442 10,27
						7,763 4,3	22,765 4,6										

Countries Whence Imported   1,000   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   1
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Countries Whence Imported   1,000   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   10,100   1
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Total   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,00
District Proving Countries   S.   50,00   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,000   2,
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COUNTRIES WHENCE INFORTED.   1994-6.   1995-6.   1990-7.   1997-8.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-9.   1995-
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Reverse Colore   Procession   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse Colore   Reverse
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Partial Continue
Chief   Control Countries
Cycline   Long-Keep   A.597   L.702   2-131   L.502   G.50   S.502   6-134   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502   G.502
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Sumatra         14,570         50,300         50,300         60,802         47,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         62,202         9,14         7,152         19,505         7,152         19,505         7,152         19,505         7,152         19,505         7,152         19,505
Sumstra          1.4.78         50, 500         41,122         10,500         62,500           Javan
Java         66,822         47,152         19,576         62,762           Ceylon         81,700         41,560         45,280         32,552         29,814         69,71         7,286         29,0           Zanzibar and Pembs         16,223         16,223         16,232         25,851         31,508         19,4           Mauritius and Dependencies         19,23         16,222         25,851         31,508         19,4
Zanzibar and Pembe
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TOTAL 1,002,490 994,432 1,061,820 3,785,873 9,642,606 3,607,105 5,394,780 3,216,4

IMPORTS.	Distriction								Aug.	Constant of	100					3	75					.77
Cornella Wilder Monthly   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-5.   100-				37.	4								1 E T	amou S	STANDA	ARD AN	D BEL	ow).			Імп	ORTS.
COUNTILES WEIGHT MATCHES INFORTER.  1004.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 1005.0. 10	15	APORTS.		edo.	¥ £.	171	1114	M.	SU	GAR	ı <u>.                                    </u>				1916-17.	1917-18.	1918-19.		1920-21, tons.		1922-23, tons.	1923-24. tons.
April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   Apri		COUNTRIES WHENCE IMPORTED.	1901-5- cwts.		1996-7. cwts.	1907-8. cwts.		1909-10. cwts.	1910-11. cwts.	1911-12, ewis,		1913-14. ewts.	1914-15. cwts.	ewts.	cwts.							
March   Counting wilder   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.   1905-5.		Janus Parintee	27,072	1,008 , 4,009 30,491	1,240 98 1,807 513 40,428	201 201 28 	78 396 61 26,500	73 126 71 0 12,658 19,274	16 242 327 17,217	274 23 14,484 28	82,80 E.80	60,255	3,21	3 3 9 103,301	138,000	3,607		80 1	494	2 17 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.	11	307  3 27  10 125  50 361
COVENIES WILESCE INFORTED   1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5. 1905-5.		TOTAL	116,20	120,051	305,161	0.00,0.00	111,111	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-				16 Dr	TTCH S	TANDA	RD AND	двох	E).			. I	MPORTS
Column   Table   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department   Department		Imports.								<del></del> ,	-	<del></del>			1916-17	1917-18	. 1918-1	0, 1019-5				
		Foisind (including buntvip)  Mustribas and Dependencies  Strate Sodiaments (including  Home Konis  Corjon (Konis  210,41 281,01 281,01 291,01 291,01 291,01 291,01 291,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 201,01 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IMPORTS.							_		TEA	BLACE	& G	REEN).								Im	PORTS.
COUNTRIES WHE IMPORTED.	NCE	1904-5. lbs.	1905-6, lbs.	906-7. Ibs.	1907-8. . lbs.	1908-9. 1bs.	1900-10, lbs.	1910-11. lbs.	1911-12. Its,	1923-13. This.	1913-14. Ibs.	1914-15. lbs.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. Ibs.	1919-20 lbs.	1920-21. lbs.	1921-22, lbs,	1922-23. lbs.	1923-24. lbs.
federated Malay Sta Other British Possess Kenya Colony	ions	1,293	1,807	407	484	254	3,681	414		6.198	3,266	51	160	45	87		786	6 362 8,640		1,518 199 60	
China— Hong-Kon Treaty Por Straits Settlements	ts	102,829 1,229,703	72,132 1,306,935	36,387 1,028,096	229,718 1,375,793	64.556	83,728 1,443,883	274,368 2,243,653	232,387 3,833,702	188,195	250,385 2,271,523	251,939 2,756,791	153,825 2,586,969	170,109 1,798,590	148,893 4,001,230	182,197 (3,945,557	110,185 1,840.027	76,531	55,243	60,529	102.067 10,391,070
United Kingdom Mesopotamia		532,986 33,617	29,587	457,449 18,752	66,519	14,097	19,913	31,893	23,378	(31.524 23.008	589.240 37.303	13,354	15,976	414,284 32,140	269,880 58,090	287.369 13,139	2,812	209,521 73,366	169.211 153.823 5.548		345,331 116,149 24
Ceylon Persia Aden and Dependence		1,612,608		812,869  332	1,388,758 5,902	1,812,827	1,462,685 186	1,250,903 9,706		210	1,517,295	1.745.084 50,637 8.316			5,112 794 3.811 16		4,985,322 4 890	3,617,146 31	1,038,345	325,414	777,835
Maldives E. Africa (Portugues Natal	e)								=								22,085		19,825		
Japan Zanzibar & Pemba Arabia		704	1,728 	3,180	419	6,079	575	725	2,519	1,738	4.193	1.783 8,160	2,616 46	6,909	5,694			5,033	1,639	41,997	57.252
Australian Commons Java Turkey in Asia Red	Sea	1,089 199,225	151,881	3,311 322,606	230,493	4,432 196,949	145,987	230 202,451	0 1	101.833	89,031	68,361	288,965	74,562	65,275	188.329	178,031				1,046,970
Sumatra Russia Muscat Territory or	sian Gulf  Trucial	16,994	1,600	:::		-	=	==	-	E		8,528		81,808	190 30	360		11			
Oman Phillippines Other Foreign Coun	***		291			253	 411	38  1.098		720	6,640 3.656		28			8.9:14	9,460	514		 1.132	 1.105
	TAL	3,734,579	3.799,272	2.683,875	3,910,714				انـــــــــــــــــــــــــــــــــــــ		-		6.202.146							6.109.414	
										N	B.—Blac	k and Gr	cen from	1903-4.							

Імп	ORTS.					_		CO	PPER	Dwa.	опант—	-(Tile	s, Ingo	ots, Ca	KES, I	BRICKS	AND S	LABS).		L	iports.
***	COUNTRIES WHENCE IMPORTED.	1901-5. cwts.	1105-6, curts.	1906-7. ewt	1907-8. cwts.	1908-9. ewts.	1909-10, ewts.	1910-11. cwts.	1911-85. CWS.	7831. rvts.	1913-14. cwts.	1914-15. ewts.	1915-16. ewts.	1916-17. cwts.	1917-18, cwts.	1918-19. cwts.	1910-20. ewts.	1920-21. cwts.	1921-22. cwts.	1922-23, cwts.	1923-24. cwts.
	Mesopatamia Other Foreign Countries United Kingdom United Kingdom Straits Settlements China—Hong-Kong Japan Japan Japan Japan Junted States of America United States of America Arabia Germany Germany Dependencies Germany Dependencies Germany Dependencies Germany Dependencies Other British Possessions Other British Possessions	5,19,763,20,440,242,5,742,5,223,4,022,4,450,,22,,15	12,400 15,520 106 1,000 1,057 1 4  60 	17 8,906 1 500 3,227  4 	1.097	5 7,795 2,828 101 38,771  		97,791 		1 7,045 	07,781	25 7,295 55,180	4,022 40 10,988	545	183 2.001  15.524	10,205	90,957 23,851 184 34,122  893  254	24.506 2 2 3,355  21 20	21,430  1,415  500  13	450 49,855 4,003 391  45  205 500	34.986 15.483 38 100 499
	TOTAL	68,936	20,161	12,661	55,758	49,502	63,939	95,575	43,87	22,919	76,724	64,505	15,054	1.521	17,708	20,646	156,267	27,906	23,399	55,539	51.151

No.														37	9					
		378							utno.	(I	AMETT	(A*)	(Brazii	ERS ANI	о Ѕпев	TS FRO	м 191	2-13).	Imp	ORTS.
PORTS.							COP	PER	$\overline{}$		1014-15.	1915-16,	1916-17.	1917-18.	1918-19.	1819-20,	1920-21	1021-22		1923-21.
COUNTRIES WHENCE IMPORTED.	1904-5. cwts.	1905-6. cwts.	1906-7. cwts.	1907-8. cwts.	1908-9, cwts.	1969-10. ewts.	1910-11. 1 cwts. 1	911-12, ewts.	ests.	ewis. 120,833	63,671	28,995	1,270	754	5,457	ewts. 105,730	owts. 99,958	64,436	93,029	71,983
United Kingdom China—Hong-Kong	76	4	1	50	2	4	4	178	42,200		:::		:::	:::	:::	1	:::	501		
Netherlands Straits Settlements	 1,449		1.233	1.511	1,991	1,549	2,021	2.127	6,632 17,474	41,886 39,271	30,943 33,924		=	1	:::	:	8,835 35	5,595 20,485	338 19,638	74,300
Prance Germany Mauritius and Dependencies	253	238	619	896	846	622	461	2,315	30	10	11	9	5	4	2	1	30	31	6	4
Ceylon Mediterranean Ports		:::	14					=	=		:::	50	2	:::	:::	:::	:::			
Aden and Dependencies Italy Egypt		41	30	24	:::	:		=	=										{ 5	
Austria Hungary Belgium	2,016	1,213	611	319 19	337 703	455 819	1,077 924	363 91	731	11,178	2,095	2,446		 1.617	7,507	 3,176	1,074	4,144	643	
East Africa Japan		==	:::	::.				=	6 71	2,175	13,382	7,455  91	339	1,617				20	:::	
Sweden		=		:::			:::		=		2	11	7	32			120,994	4,481	63,062	26,6
Other British Possessions Other Foreign Countries		=	4	3	5		1		67,168	15 215,368	144,028	39,990	1,623	2,409	12,909	116,965				
TOTAL	3,790	2,474	2,522	2,827	4,055	3,479	4,514	5,071	4,100	210,0007	111,02		1	eontinucc	from 19	)12-13.			1	1
1																				
1																				
							YEL	LOW	META	L—(F	or Sn	EATHI	vG).							1
MPORTS.  COUNTRIES WHENCE LAFORTED.	1904-5. cwts.	1905-6, cwts,	1906-7. cwts.	1907-S. ewts.	1908-9. cwts.	1909-10, ewts.	YEI	LOW 1911-12. ewts.	META	L—(F	OR SII	1915-16. cwts.	1916-17. ewts.	1917-18. cwts.	1918-19, cwts.	1919-20, ewts.	1020-21. ewts.	1921-22. cwts.	1022-23. cwts.	1923-21 cwts.
MPORTS.  CONTRIES WHENCE IMPORTED.  Austria 1	ewts.	1905-6, cwts,	1906-7. cwts.	ewts.	ewts.	ewts.	1010-11. cwts.	1911-12. ewts.	BR-13, cuts,	1913-14, cwts,	1914-15. ewts.	1915-16. cwts.	1916-17. cwts.	ewts.	ewts.	ewts.	ewts.	ewts.	1922-23. cwts.	1923-21 ewts.
MPONTS.  CONTRIES WHENCE INFORTER.  Austria Hungary Kinedom	ewts.	cwts.	6wts. 58 76,660	ewts.  106,551	490 204,26	ewts.	1810-11, ewts.  2 226,885	1911-12. ewts.  178,900	BB-13,	1913-14, cwts.	1914-15. cwts.	1915-16. cwts.	1916-17. cwts.	631 6	1,133 398	145,153	ewts.	124,32	1822-23. cwts.	1923-21 cwts. 5 8 221,3
MPORTS.  COUNTRIES WHENCE INFORMERS.  Austria Hungary United Ningdom Skraius Settlements Mauritius and Dependencies	214,89	2 114,655	68 76,660	ewts.  106,551	ewts.	6wts.	1910-11. ewts. 2 2 226,885	1911-12. cwts.	Bin-13. cuts,	1913-14. cwts.  202,216	1914-15. ewts.	1915-16. cwts, 20,634 314	1916-17. cwts.	631 6	 1,133 398	ewts.  145,155	276,91	1 124,32°	1022-23. ewts. 186,641	1923-23 cwts. 5 8 221,3 1; 
COUNTRIES WHENCE  Austria  Hungary United Kinglom Straits Settlements Murtils and Dependencies Domark Switzerland	214,85	2 114,655	58 76,660	106,551	490 204,26  15 2	ewts. 3 4 168,23 0	1910-11. ewts. 	1911-12. cwts.	Bin-13. cuts,	1913-14. cwts.  202,216	1914-15. ewts. 158,960	1915-16. cwts. 20,634	1916-17. ewts.	631 6	1,133 398	145,155	276,91-	ewts.	1022-23. cwts. 1186,64:   177 186,64:  	1923-21 cwts. 5 8 221,3 1
MPORTS.  COUSTRIES WHERE INTOMITES.  Austria Hungary Hungary Strains Settlements Strains Settlements Copion Mauritius and Development Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Settlements Sett	214,85	22 114,655	58 76,660	106,551	204,26-	ewts.	1810-11. ewts. 2 226,885	1911-12. ewts.	Bit-13, cuts,	1913-14. owts.	1914-15. ewts.	1915-16. cwts.	1916-17. cwts.	631 6	1,133 398	145,155	276,91 276,91 3,54 536 	ewts.  1 124,32   1 101  1,172  1,714  55- 2 30,794	1082-23. cwts. 186,64:  17, 186,64:  17, 186,64: 	1923-2: ewts. 5 8 221,3 1 22 1
COUNTRIES WHERE HARDWITES.  COUNTRIES WHERE HARDWITES.  United Kingdom Strain's Settlements Coylon Demmark Switzerland New Hardwites New Hardwites New Hardwites And Hardwites Hardwites Hardwites Hardwites Hardwites Hardwites United States of America	214,85	ewts.  2 114,655	58 76,660	ewts.	204,26 	ewts. 3 168,23	2 226,885 36 	1911-12. ewts.	BR-13, cnts, li2909	1913-14. cwts. 202,216	158,960       	20,634 316	1916-17. cwts.	631 6 	1,133 398	145,155 146 	276,91	ewts.  124,32   1 124,32   1 100  1,17:  1,71:   2 30,79: 3	1823-23. GW18.  186,643  186,643	1923-24 ewts. 5
MPORTS.  COUSTRIES WHENCE LANGUISTS.  Austria Hungery Singdom Strains Settlements Copion Maurities and Dependencies Switzerland Persin Methoclands Persin Settlements Prance Germany United States of America East Artica (British)	214,85 	ewts.  22 114,655	58 76,660	ewts.	204,26 	ewts. 3 168,23	2 226,8855 360 	1911-12. ewts. 178,200	Big-13, cnts, 112,000	202,216	158,960 6 	20,634 316 	1916-17. cwts.	631 6	1,133 398	145,155	276,91 276,91 3,54 539 311 17,24: 17,890	ewts.  124,32' 1 100 1,17: 1,714 55- 30,79: 3 9,83:	1882-23. cwts.  186,644 177 22 585 24 3 89,42 2 9,511	1923-21 cwtx. 5 8 221,3 1  10 10 10 2 2,3
MPORTS.  COUSTRIES WHENCE LINGUITH.  Austria Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery Hungery H	214,85 	cwts.  114,655 18 201,43,97 200,338 98 44,97 200,344 44,97 44,97 44,97 44,97 44,97 44,97 44,97 44,97 44,97	7 60,811 738 74,900	06,551  106,551    55 42,28  72 72 	204,26 204,26 15 2 2 176,90 6 1,41	ewts.  3 168,23  0  100  100  114,94  7 115	1010-11. ewts. 2 226,8855 30         	1911-12. ewts. 178,200	Nn-13, cuts, 112,000	202,216	158,960 6 106,23:	1915-16. cwts.  20,634 316	1916-17. cwts.	631 6	1,133 398	145,155 146 	276,91  3,54 538  311 17,24 3,94 17,89	ewts.  1 124,32' 1 100 1,17: 1,71: 2 30,792 3 9,833	1082-23. cwts.  186,644  186,644  17 186,644  189,42	1923-24 ewts. 5 8 221,3 1 105,3 2 105,3 2 105,3 2
CONTRIES WHENCE LIFORITE.  Austria Hungary United Kingdom Stands Settlements Mauritius and Dipendencies Demmark Demmark Persia Netherlands Netherlands Netherlands France Germany East Africa (British) Ada, and Dependencies Arabis Mecopotomia	214,85	cwts.  22 114,655  38  34 44,97  20 03 38 38 38 49 49 49 39 49 49 39 49	58 76,660	00,551  106,551         	204,26	ewts. 3 4 168,23	2 226,885 30	178,000	Nn-12, cuts, 12,000	202,216	158,960 (6)	20,634 316	1916-17. cwts.	631 6	1,133 398	145,155 146	276,91-	ewts.  1 124,32' 1 1711 1 1,715 2 30,756 3 9,831	1825-23. cwts.  186,644 173 582 20 3 89,42 9,510 433 434 435	1923-2: cwts. 5 8 221,3 1 1 1 1 1 1 1 1
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Copylon Copylon Copylo	214,852	cwts.  114,655  114,655  114,655  114,655  114,655  114,655  114,655  114,655  114,655  114,655  114,655  114,655  114,655	58 76,660	106,551 	204,26 204,26 15 2 2 1 76,96 6 1,41	ewts.  1 168,23  1 168,23  1 114,93  7 11	2 226,885 360	1911-19. ewts.	12,999 12,999 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 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Intowites Intowites I	214,85	cwts.  114,655  114,655  114,655  114,655  114,075  1140  1157  1140  1157  1140  1157  1140  1157	58 76,960	106,551 106,551 106,551 106,551 106,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 107,551 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Ім	PORTS.			. + 1 4	, -,	2 2			IRON	Cas	-P1G)									Im	PORTS.
	COUNTRIES WHENCE	.1904-5, ewts:	1995-6. ewts.	1906-7. cwts.	1007-8. cwts.	1908-9. ewts.	1909-10, cwts,	1910-11. ewts.	1911-19. ewis.	185-13 501.	1913-14. tons.	1914-15. tons.	1915-16, tons,	1916-17. tons.	1917-18, tons,	1918-19. tons.	I919-20 tons,	1920-21, tons,	1921-22.	1922-23. Lons.	1923-24. 1008.
	United Kingdom Ceylon Norway	447,684	628,039	607,269	645,393	403,977	840,602		241,342	展	12,125	5,410	6,82	1,295	165	J		5 8,858	7,858	8,736	3,284
	Belgium- France Sweden									-	-	* 25						-	13,492 100		2 482
	United States of America Aden and Dependencies China—Hong-Kong	23,800 20			8,120	13,400			74	63					-				251	 24 100	
	Germany Netherlands Turkey in Asia	217	494					13,780	121	-50	75			:::				90	1,172 220	622	15
	Mesoputamia Straits Settlements Other Foreign Countries	1	::: ::::		:::			18	=	1:					=			6		69	:::
	Other British Possessions	471,787	636,163	607,285	653,513	417,419	340,642	2	211.463	ILS IS	12,254	5,457	G.839	1,303							3
	· 4			-					-	L						67	4,155	8,954	23,093	12,77	3,786
1 M	IPORTS.	1901-5.	1505-6.	1906-7.	1907-8	1905-9.	1909-10,		RON.	-			AND C	HANNE	ь).					· Im	PORTS.
_	Counties whence imported.	ewts.	ewts.	cwts.	ewts.	cwts.	owis.	1910-11. cwts,	1911-12, CWIs.	98511. 1005.	1913-14. tons.	1914-15, tons,	1915-16, tons,	1916-17, tons,	1917-18. tons.	1918-19. tons,	1919-29, tons.	1920-21. tons,	1931-22, tons,	1922-23. tons.	1923-21. tons,
	United Kingdom Austria-Hungary Sweden	17,183	13,894		165,387 26,882	151,539 73,943	14.447	20.386	120,205 76,009	6,734 2,400	8,036 2,378	6,658	8,467	16,89u	8,658	1,589	5,195	11,700	7,433	5,519	2,530
	Coylon Madagascar; Straits Settlements		47 432	- :		  441	 24	51	138	4	2,418	1,517	1,284 30	344 23	195 18		577 245	1,321 7	697 4	1,078	955 5
	Netherlands Norway Germany	25,884	60,566	264 206 23,932	34,323	320 40,793	 492 20,262	61,576	63,821	  511	s	 11 426	 1 32	26	555	170	198 170	 40	31	1	3
	France United States of America Luxemburg				298	20				=	32	2	468	101  471	1,002	4,140	3,183	1,153	573 75 151	1,134 6	134
	Belgium Italy Aden and Dependencies East Africa, British			368,936	:::	513,469  566	384,921	418,480	247,475	18,023	14,147	1,849	13				889	5,262	7,902	14,266	8,351
	East Africa, British East Africa, German Cape Colony Japan	=	=	290					1 1 3	-			-	2			:::				
	Arabia				-				1111		=				-	102	18				***
	Other Countries	=		-											97	178				:::	
	Other Foreign Countries Other British Possessions	6 3	30	66 98	75	70	20	:::-	-	2	=		1 3		2						150
	TOTAL	658,612	781,360	606,604	777,669	781,165	531,863	607,182	500,78	92,735	26,742	10,464	10,299	17,855	9,994	6,223	10,477	19,514	16,919	22,010	12,129
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			38	32											38	33			, .		
Imi	PORTS.							1	IRON,	ANGLI	, Вогл	, Rop.								IM	PORTS.
	COUNTRIES WHENCE	1901-5 ewts	1905-6. cwts.	1906-7. cwts.	1907-8.	1908-9.	1900-10. ewts.	1910-11.	1911-12. cwis.	20013.	1913-14. tons.	1911-15. tons.	1915-16. tons,	1916-17. tons,	1917-18. tons,	1918-19. tons.	1919-20, tons,	1990-21, tons,	1921-22.	1922-23.	1923-24.
	United Kingdom	16,8	17,490	19.460	14,613	16,463	9,247	8,667	11,671	100A.	560	724	1,372	3,938	1,585	313 16	405	875	204	446	193
	Straits Settlements Ceylon		516	393	::: 2	16 38	58	16 96	213	- 6	1	7		==	6		24	5			
	Austria-Hungary		1	:::	2					15	=		:::	::	:::		:::	:::	=	:::	
	Belgium	20,6		35,655 3,820	56,860 895	35,241 1,183	29,535 1,456 	36,693 930	11,059 1,538	703 170	169 95	72 62		=	:::			34	124	129 50	61 100 128
	Mesopotamia Other British Possessions Italy		40							1 =					2		::.		=		:::
	Sweden	2,0		11,464	13,156	6,866	2,309	1,010 	3,662	217	209	52	125	5				66		0	***
	Persia Arabia Egypt			==	=	=			-	=	=	=	=	-					=		
	United States of America	::\\	32 2	24		:::	:::			15	1	1	351	40	448 5	486 103			) î	1	2
	Other Foreign Countries	130.3	18 115,661			59,807	42,605	47,412	28,151	1,501	1,035	918	1,862	3,983	2,059	918	755	1.369	346	638	484
Tyc	PORTS.						IRON	or S'	TEEL			PLATE	s—Inc	LUDING	Tinn	ED PL	ATES.			, In	PORTS.
1.51	COUNTRIES WHENCE	1901-1	. 1905-6. cwts.	1906-7. gwts.	1907-8. cwts.	1908-9. cwts.	1908-10. cwts.	1910-11. cwts,	1911-12, cwts,	PE-IL I	1913-14.	1914-15, tons,	1915-16.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	10:20-21. tons.	1921-97 tons.	1922-23.	1923-24. tons.
-	Australian Commonwealth	= =			-::		:::	:::	:::	=		:::			14	20	11	35	-	1.	
	Persia Persian Gulf United Kingdom	395,	92 374,860	256,037	355,449 832	360,019	374,718	396,960	422,550	70,152	91,681	77,884	70,600	45,550	79 24,003	51 35,927	15	7.	5		105,331
	Egypt Ceylon Other British Possessions	=	61 6 90		53 51	2	50	100 12	121 2	=	2		:::	 54	22	:::	37	3-	4		
	United States of America Sweden		21 16	265		150	207		9,803	5,500	1,565	2,997	16,928	21,604	23,347 15	12,505	26,619	1	1 1	4,26	6,853
	Canada Netherlands Mesoputamia				=	==	:-			1 = 1			:::	:::		7	:::	10- 359	9 67	575	306 213
	Java		1									:::	::: 1	93	 548	267	=	5	7 =	68	1
	Belgium	51				45,332		31,713	25,247	17,388	19,319	7,732		55 1,733	1,708	<sub>727</sub>	3,700 94	7,61 44	3 16,01	29,50	4
	Czecho-Slovakia Straits Settlements		21	7	=	34	:::		1:1	1 = 1	= }			1,100	721	402	i	13	7 5	1 18	6 314 6
	Austria Hungary 1 France		19				26				299	189						1.15	1 "	٦	1
	Germany	2	713 39	5 60	169		:::		2,147	32,470	40,563	12,631	958	81		:::	103	1,71	0 14,7		15,706
	Other Foreign Countries Italy	= =	6	4	22	:::		:::-		2	6	124	:	13	15	:		:::		1	-
_	TOTAL	450.	331 438,85	6 309,93	420,018	408.109	397.718	429,126	450,977	125,534	153,442	101,572	89,259	69,193	50,857	49,943	108,267	148,72	5 85,8	03 140,2	43 152,232
Im	PORTS.						IRON	or S	TEEL	SHEETS	AND	PLATE	s—Pr	ain & (	Corruc	ATED	(Galv	ANIZE	n).		IMPORTS.
	COUNTRIES WHENCE IMPORTED.	1901- cwts	. 1905-6. cwts.	1906-7. cwts.	1907-9. cwts.	1908-9. cwts,	1909-10. ewts.	1910-11 ewts.	1911-12. ewis.	1912-13, form,	1913-14, tons,	1914-15, tons,	1915-16. tons.	1916-17. tons.	1917-18, tons,	1918-19, tons,	1919-1920. tons.	1920-21. tons,	1921-2 tons	1922-55 tons.	1993-94. tons.
	Germany United Kingdom		93 37 1,339,06	3 1,865,611	1,834,141	1,812,290	31,969 2,333,666 148	2,495,196	3,003,856	7,148 174,604	274,759 18	454 152,357 18	10 49,106	6,860	1,303	1,533	55,183	59,93	83,5	73 114,0	06 299 17 159 134
	Coylon Austria-Hungary France	= =	11 6		"					=	::: 10	18	:::			=	82			15	1 :: "
	Other British Possessions Italian East Africa	= =	-	2	:::				12	=	;		2		:::	:::	:::	:::		2 16	1 2
	Japan Arabia Netherlands	= =	1 :::		=	. :::		246			:::		==		::	202	=	59			25
	United States of America Straits Settlements	=	2	1,180	7,034 241	24,667 180	97,000 97	41,554 257	9	10,113	1,450 3	4,218 2	5,764	2,138	4,205	629 51	141	6,530			4,922
	Laxemburg Belgium Hongkong	8,	86 5,75	9,76	18,062	16,444	24,656	8,457	5,44	387	456	243	6	s		 59	 5	101	3	13 47	
	Other Foreign Countries		29 1,345,14	3	<u> </u>				3,235,77	190 070		157,292						66,649		1 . 192.47	165,038
	Total,	11,953,	20[1,345,14	s1,880,828	(1,876,261	1,878,309	3,487,536	2,041,004			277,5950	157,292	54,919	9,153	5,509	2,474	58,412	00,049	88,34	11. 122.47	4

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Tu Ax Ot Eg Ja Ot	urkey in Asia—Persian Gulf ustralian Commonwealth ther British Possessions gypt apan ther Foreign Countries		8,022  322 	10,001	8,010	20,012				2200	1,601	1.184	823 521	1.375	1,668	2.377	1,379	1,506  100	2,739  45	983 1,927	
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IMPOR	ets.			19,566	26,895	45,366	43,188	50,128	45 00:	670	48,042	29,508	33,222	7,389	2,819	6,864	16,769	9,74	5,274	7,30	0 6,082
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	COUNTRIES WHENCE DEPORTED.	1904-5. ewts.	1905-6. ewts.	1906-7. ewts.	1907-8, ewts,	1908-9. cwts.	1909-10, cwts.	1910-11, cwts.	1011-12 cwts,	2513. csts.	1913-14, cuts.	1915-15. ewts,	1915-16. cwts.	1916-17. cwts.	1917-18, ewts.	1918-19. cwts.	1919-20, cwts.	1920-21. ewts.	1921-22. cwts.	1922-23. cwts.	1923-24. ewts.
Ja Ge	lesopotamia apan crmany nited Kingdom	 196 7.741	 119 7.087	 90 7,907	160	173	92			119			3	6.035	 573 1,098	1.765	 37 5,72		3 4.6	열	25 3,168 72 72
Fr Ce Ne	mnee cylon etherlands	2.852  10	3.699	2,331  24	2,900  37	8,671 4,027  11	8,025 2,512  17	7,104 2,671  22	5,338 1,962  16	4725 1,757 4 35	10,186 1,473 290 62	8,704 749 85 25	9,454 382  13	905 22 17	1,055 79 20 	23	5 22	9 17	6 2 15	36 9	96 4.546 96 964 1 15: 73
Za Eg Gi	ratts Settlements unzibar and Pemba gypt foraltar auritius and Dependencies		 129  51							11			:::					6 5		1	13 2
Au Au Au Hu	den and Dependencies ustralian Commonwealth ustria	 40	4,000	::: 4	4,005		 3								75		7	7		6	
	dy Ily Irkey in Asia { Red Sea Persian Gulf	99	47		5	146	29	256	12	\$2	42						,	2		14	
Eas Oth	nited States of America st Africa Portuguese her British Possessions her Foreign Countries		 110	 108 2	  1 3	 10	  99 6	 63 2	1  g	125  9	47 17 3	 15	22	193	98 	1	4 78	4 1,2 6	55	167	42
	TOTAL	11.116	15.255	10,472	13,423	13,074	10,783	10,178	7,543	8,802	12,311	9,815	9,885	6,881	2,778	4,55	0 7,59	9,3	02 5,	s20 5	.345 8,9
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	COUNTRIES WHENCE	1904-5. cwts.	1905-6. ewts.	1900-7. curts,	1907-8. cwts.	1908-9. cwts.	1999-10. ewts.	1910-11. ewts.	1911-12. cwts.	Bis is, cuts.	1913-14. ewts.	1914-15. cwts.	1915-16. cwts.	1916-17. ewts.	1917-18. ewts.	1918-19. cwts.	1919-20 cwts.	1020-2 cwts	1. 1981-5 cwts		s, ewts.
Unit	ited Kingdom	9,727	12,681	11,750	15,745	17,208	16.98%	16,225	16,361	534	21,480		 217,853	16.889	9,919				18 54 15,	073 11	95 ,962 12,99
Fraz	Stad Phaton of A				10,743	17,205	150	101	402	] =	21,480	15,89	17,50						::7		139
Ade Mat	en and Dependencies uritius and Dependencies	=				-::				¥ =					31:	3 63	34 2,8	90			.
Aus	stria-Hungary rmany ner Foreign Countries	45	166		113	12		181	1:202	605		2	7 3	6							.633 1.9
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	TOTAL.	10,086	13,606	11,812	16,315	17,015	17,230	17,057		3,71	1	0 16,5		39 16.89	13,0	70 18,0	55 22,5	03 22	720 16	,933 19	0,919 21.4

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COUNTRIES WHENCE IMPORTED.	1981-5. cwts.	1905-6. cwts.	1906-7. cwts.	1907-8. cwts.	1908-9. cwts.	1909-10, ewts.	1910-11, cwts,	1911-12. cwts.	18341. ests.	1913-14. cwts.	1914-15. cwts.	1915-16. cwts.	1916-17. curts.	1917-18, cwts.	1918-19. cwts,	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.	
Germany									esu.											۲
Java					***				1	[						1,189	519	206		
Mesopotamia Straits Settlements	36,280	18.246	17,486	28,819	32.842	34,650		1	- 1				***						223	
Straits Settlements China(ex Hongkong and Macao	30,230	10,240	17,900	20,010	02,042	34,030	00,001	30,363	91,645	37,104	33,082	25,158	25,501	23,615	26,350	44,268 20	38,444		36,441 527	ĺ
China - Hong-Kong	1 !	1	1	1	27		87	115	20,010		41	70	150	100			61	195	4027	1
United Kingdom	1,773	2,303	2,092	2,828	3,874	3,670	2,868	3,526	1 40	35	4.426	2,522	1.422	751	1,061	949	2,541	1.538	6,049	la.
Somaliland (French)			183	111					4,800	4,155		2,522	1,422		1,001			4,000	44,000	1
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Other Foreign Countries	10	5	. 4	4	1	1			1	52			} ~	1 50					١	-1
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Total	39,187	20,939	19,967	31,892	36,855	38,375	36,355	36,321	1					24,977	28,080	46.835	41.78	53.73	43,29	95
PORTS.								TIN,	31,536	41,406	Two In	DING F				NOT T	INNED	Iron)	. ]	IM
COUNTRIES WHENCE	1901-5.	1905-6.	1906-7.	1907-8.	1908-9.	1900-10.	1910-11,	1911-12.	WKOOG	111-1	11101101	7		1	1	_	T	1921-22	T	T
INPORTED,	ewts.	cwts.	owts.	ewts.	cwts.	cwts.	cwts.	cwts.	815-13.	1913-14.	1914-15.	1915-16.	1916-17. cwts.	1917-18. cwts.	1918-19, ewts.	1919-20.	1920-21.	cwts.	ewts.	1
	67	38	102	153	135	163			ests.	cwts.	ewts.	cwts.	Cuts.	CH On	1			1	1 .	. 1
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Anetrin					19	13	14	]				,	1 ,	3			1	1	13	9
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Austin Hungary Belgium France France Holland Holland Straits Settlements China {Hong-Kong China {Hong-Kong China {Traity Ports Other Countries Zanzibar Australian Commeath Australian Commeath United States of America	2	2 1	4    34 	40	     45	6  6  17	2	23	46 2	45 11 18	3 3 3 3	7 3	8 12 40	1 16 8 12	1 59	1 57	   5 54 4	1 1.9	74	54
Austria Hungary Belginue France Holland Hatly Strait Settlements China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Hong-Kong China (Ho	2		4    34  	40	     45	6    	2	23	46 2	45 11 18 	3 3 3 3	7 3	8 12 40	S	1 1 1 1 1 59	1 57	5 54 54	1 1.9 1 1.9  2 2	41	54

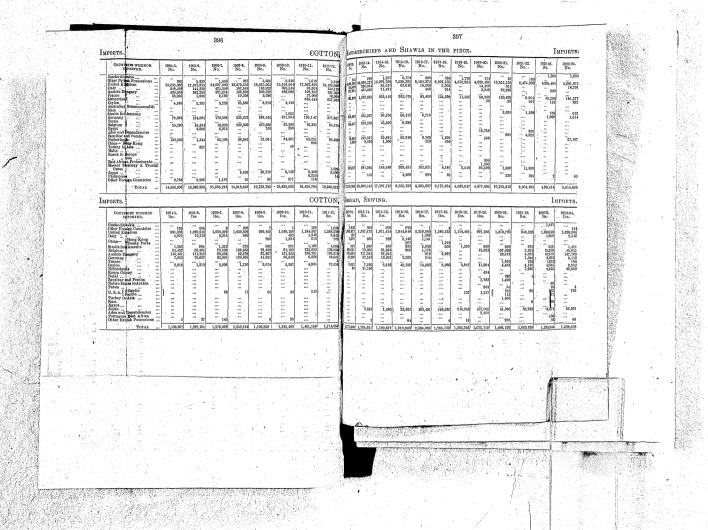
			38	38											8	89						
IPORTS.						ZIN	C OR	SPEL	TER:	f <sub>N</sub> wro	ugur.										PORTS	
COUNTRIES WHENCE INTORTED.		1984-5. cwts.	1903-6, cwts.	1996-7. cwts.	1907-8. cwts.	1908-9. cwts.	1909-10, cw(s,	1910-11. cwts.	1911-12 ents		1913-14. ewis.	1914-15. ewts.	1915-16. cwts.	1916-17 cwts.	cwts.	cwts.	1919-20. cwts.	1920-21, ewts.	1021-22, ewts,	ing-ga. cwts.	1925-31 ewts.	12
Tancanyika Teritory Austria-Hungary Japan United Kinelous Straits Settlements Australian Commonwealth Other Heides Descessions United States of America German Ent Africa Mecopotania German united States of Mecopotania German United States of Mecopotania German United States of Mecopotania German United States of Mecopotania Germany		51,650 31  5,681	500 45,233 	51,750	23,883	45,433  23  5,302	60,276	61,416 	60,88	ii,590	\$3,467 4 9,045	29,584       		6,237 1,139 501 404	50,301 243 500 	55,262 17 41, 23,246 201	5,825 98,613 88 630 6,022	33,761 29 4  38  1,566	157,214 183,  12  100 1,500	3,012 45,183 112 4,009	3,	509 610
Ceylon Other Foreign Countries Zanzihar & Penba Belgium Claus—Hong-Kong		929 	211 98	219 29  183 12	369	1,668	1,593	131 20 1,310	4,6% 422 364	2,415	17	720			:::	1,984	5,519 658	2,100	8,149			
Netherlands Tor.	A.E	67,063	49,424	60,142	50,122	52,831	65,601	68,680	65/60	53,900	95,33			9,460	51,229	80,814	117,603	36,52	67,580			7,525
iports.						ZIN	C OR	SPEL	TER,	Wrou	GHT O	к Мл	NUFACT	URED.							MPOR*	
COUNTRIES WHENCE IMPORTED.		1991-5. ewts.	1905-6, ewts.	1906-7. cwts.	1907-8. cwts.	1909-9. cwts.	1909-10, cwts,	1910-11. cuts.	1911-11. cwts.	1712-13. ests.	1913-14. cwts.	1914-15. ewts.	1915-16. cwts.	1916-17. ewts.	1917-18. ewts.	1918-19. ewts.	1919-20. cwts.	1920-21. cwts.	1921-22, cwts.	ewis.		(18-
Mesopotamia Canada Straits Settlements Unided Kingdom Ceylon Ceylon Polund Natal Germany		7,506 73	6,795 47  4,810	9,610 181	11,621 49  5,275	 8,140 22  1,395	5,890 82  1,160	5,862 5,862 21 	8,615 8,615	11,13	-		68 2	3 10,85 18 5	3 4,68 1 5	5, 27 	8 8 18	1 23,0 9 3 8	5 51 1,0	3,0 12,7 10 139 6,	111	5,170 17,742 40 1 212 6,764
Germen East Africa Lapan Mauritius and Dependencies United States of America Relgium Norway Norway Notherlands Justinian Commonwealth Lundon & Pemba dien and Dependencies Other British Presensions		13,717	12,537  56	15,992	29,096	16,333	15,752    	111 18,123 2 22	129 14,231	12.00 12.00 13.00	11 33 16	90 1.5 28 3,5	134 "L.C	23 1	(0) 2,5 (0) (0)	1,10	1 1,20 1,15 1,15 10 2	15 18 2,1 71 10,3 90 1,2	961 961 96	71 141 13 752 3 26	016 191 09 16 16 12	100 20,90 17 18 50
Other Foreign Countries Tor	ль	25,035	21,353	29,633	39,03%	26,001	23,023	23,108	30,911	37,2		319 17,	520 10,	18,0	22 17,4	02 12,5	13,4	51 39,	285 21	,822 11	s,112	51,6
PORTS.									KERO	SINI	3.						1		1921-	00 1 1016	IMP0	983-21
COUNTRIES WHENCE IMPORTED.	1904-5. Gals,	1903-6. Gals,	1906-7. Gals,	1907-8, Gals,	1908-9. Gals.	1909-10, Gals,	1910-11. Gals,	1911-12. Gals.	1912-13, Gals.	1913-1 Gala		4-15, als.	1915-16. Gals.	1916-17. Gals.	1917-18, Gals.	1918-19. Gals.	1919-20. Gals.	1920-21. Gals.	Gal	s. G:	91,506	Guls.
Egypt Belgann Germany United States   Atlantic   of America   Pacific   Italy South America	1,209,65	0 22,331,79 2	6 28,835,62 3	27,221,140	33,015,365	11,230,490	2,000 31,839,210	5,812 62,141,701	31,576,532	62,31	10,821 41		41,830,890	39,303,40		9,811,25	6 45,553,01 5,878,3		102 2,2	10,572 39,0 55,512	67,596 3 L	1,858,
Straits Settlements Do. (in bulk) United Kinplom Ceylon Do. (in bulk) Boneo (British) Aden and Bependencies Do. (in bulk)	6,0% 41	9 10,300,37 3 14,74 4 14	5,63	2,006		6,577,416 754 	4,807,863 590 	2,035,677 490 	2,777.862	2,3		7,914,897 	6,078,552  	2,915,36 	7 1,63 1 1·  16,25			1,208,	718	18,190 2,	75  521,050	6,012
Australian Commonwealth Jupan Persia Russia Do. in Asia (in bulk)	40,301,13	7,761,14	1 2,213,96		=	2,460 3,303,788	=-	1,873,650	091,911 12,469,465		-	2,318,571 582,661	643,300 	995,8	8,599.9t	2,891,7	01 15,531,5	810	,107		-	2,007
Other Countries Rorneo (Dutch) Java Celebes & Other Islands Arabia Roumania	9,290,97	3 5,192,60		11,250,333	14,120,893	0,051,088	5,973,959 	13,334,597	12,517,00 12,517,00 4,107,43			12,534,033	90,212,30	5,828,4	8,5	74	27,140,1 20	891 12,127		250,034 4	,967,352  468,798	10,26
Sumatia  Do. (in bulk) Other British Possessions Do. (in bulk) Other Foreign Countries	5,913,19 46	7 5,251,10 3 12	6 10,707,45	1,770,86	8,929,336 49	4,691,854 70 351	5,752,009 713 20,011	 559	563,40 55 10		1,501	 316 130	32,50 11 11	0 1,	90  31   1	05 26 12,754	90	613 57,10	22 160	190	100 54	_
			53,037,600																			

			:39	00						1										×	ORTS
Imr	orts.								00	AL.	*									1.M1	
-	Countries whence inforted,	1904-5. tons.	1905-6. tons.	1908-7. tons,	1907-8. tons.	1908-9. tons.	1909-10. tons,	1910-11, tons,	00 1011-12.		1913-14. tors.	1914-15. tons.	1915-16. tons.	1918-17. tons.	1917-18, tons,	1918-19, tons,	1819-20. tons.	1f00-91; tons,	1621-22, tons.	1922-23, tons, 7,281	1923-24 tons. 5,880
	Kenya-Colony Turkey Asiatio Mesopotamia United Kingdom Australian Commonwealth	165,874 10,746	 131,482 6,259	209,885 25,863	 198,230 50,290	 199,741 145,796	279,391	246,713	179,768	157,852 91,596	 155,390 47,329	142,345 32,433	 10,310 18,869	3,797 23,065	3,657 8,102	7,691 3,119	6,935 3,554 282	9,201 33,678	284 82 705,353 88,375	496,513 23,85 70	)
	Spain Mauritus and Dependencies United States of America United States of America Russis Adea and Dependencies Germany Germany Stata ts Setlements Somitiand Somitiand Somitiand Linit Linit Linit South America Austria-Hungary Cope Colopy Egypt Hong Marves States Cope Colopy Cope Colopy Chima—Hong Marves Cope Colopy Chima—Hong Marves Cope Colopy Chima—Hong Marves Cope Colopy Chima—Hong Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marves Marv	555 121  201  1,250  580  400	5,255 1,210  280  3,204  542  1,110	380 140  28  1,772  305	467 1000 542    450 35,349	200 1,695 100 100 100 100 100 100 100 100 100 10	27,189 209 308 231 55 78,569	44,605 	225 1,463 215 215 216 217 206 207 207 207	25 400 4,558 485 	1,280 1,280 246 1,280 1,280 1,000 118,532	1,00 2 32,16	50 7 10,61		\$160 \$30 \$505 \$230 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$1		0 8 17,05	51' 10' 38' 38'	1,622 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,102 1,	23,86 2 37 37 37 30 30 31 253.7 50	174 5 105 0 492 333 7      
	Belgrinads  Japan Kerleriads  Japan Koreign Countries  East Afria (Portuguese)  " (British)  " (British)  " (Uther Ports  Philippines  Borneo (Dateh)  Transvani  Transvani  Totat	55,443 116 161 2,021  241,063	27,862  127 100 	4,505 10 250  46  1,700 	5,288 1 80   291,297	5,950 150 10,140   435,399	1,998 5,523 196 6,461 6,208  406,378	13,629 177  322,647	92,738 14,002 5,373 190  285,748	41,856 107,233 10 50,259 250 35,734	79,33  6,00	4 41,01 6 67,75  4 41,3	0 7,36 8 0 39,58  15 24,78	1 6,07 25 	0 7- 7 9 7 8,15 0	2 7 82,93	1,50	18,4	30 268,5	188	169,272
IM	PORTS.							COT	TON,	RAW.						<del>,</del>				no   16090-1	
	COUNTRIES WHENCE IMPORTED.	1901-5, cwts.	1905-6. cwts.	1996-7. owts.	1907-8, cwts.	1908-9, cwts.	1909-10, cwts.	1910-11. cwts.	1911-12. cuts,	1902-13. cw1s.	1913-14 cwts.	1914-15 ewts.	1915-16 ewts.	. 1916-17 cwts.	1917-18 cwts.	1918-19 cwts.	1810 9 cwts.	0, 1920-5 tons			
	Mesopotamia Sumatra Enst Africa (Italian) Sominia and Mekran Least Africa (Italian) Sominia and Mekran United Kingdom Frances Frances United States of America China—If Impactors Frances Coylon Archive States of America China—Archive States of America China—Archive States of America Archive States of America States Archive (German) Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sexta Sex	6,119 2,835 141,032 9,189 5,709 832 900 46 2,1122 281 106 7,027 525 14,868 189 100 5	7,621 123,898 13,332 1471 54 176 7,825 386 3,423 62 343 2,548 15	7,789 21 1,624 81,829 2 4,535 74 282 258 69 6,280 1,125 1 214 34 12,080	6,522 2,059 128,297 1,457 357 495 148 190 215 15,447 899 1 7 2,110 47	6,572 3,474 85,924 1,850 40 721 133 452 4 183 25,436 168 3 375 5 75 42 30	19,028 28 50,767 6,347 1077 243 32 1,528 166 745 725 1,870 10,017 946 27 946 27 20 102	5,325 243 17,050 218 218 218 243 371 446 607 6,440 14 352 119 2,205 7,093 24 117 926 1,124 52		25,1 25,1	3 39,4 9 99 4 33 4 4 2 5 6 199 33 2 2,1 6, 5 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	25	2 2 335 3,6 888 536 158 1, 10 5642 27 777 33	5, 5, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3, 3,	91 91 54 54 520 91 54 91 91 91 91 91 91 91 92 93 94 95 96 97 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98 98	9 72 1,1 2,14 692 ,423 41 ,423 41	4 5,	109 1133 130 130 160 160	402 2 18 405 4 7 34 15 1 4	907 1,839 11 823 48 42 90 2 58
	TOTAL	192,554	161,476	116,198	157,529	125,487	93,994	45,291	482,1	1 '		- 1		with Be	. 1		,		ade).		

\*The trade with Melran and Seamiani is, since April 1909, included partly w

:			392											393				,,,,,,		
Imports.							CO	TTON.	laisi V	ND YA	RN (ALL	KINDS	).					_	Imi	orts.
Countries whence imported.	1904-5, lbs.	1905-6. 1bs.	1906-7. lbs.	1907-8. lbs.	1908-9 lbs.	1909-19. lbs.	1910-11. lbs.	1911-12. lbs.	183-13. Sec.	1913-14. lts.	1914-15, lbs.	1915-16. lbs.	1916-17. lbs.	1917-18. 1bs.	1918-19. lbs.	1919-20. lbs.		1-22.	lbs.	1993-21. 1bs.
Ozseho Slovukin Natul Sweden	:::	==		Ξ			=		-=-			2,000				4,450			1,800	:::
Denmark Switzerland Philippine Islands & Guam United Kingdom	28,021,351	42,900,971	35,207,392	::: 33,016,218	 37,395,139	36,631,245 1,148,678	::: 29,606,496	1,525,607 37,577.000	900,000 1,245,512 45,556,693	1,274,947 37,838,002	824,153 37,395,263 857,368	631,007 36,940,863 589,823	91,700 24,476,130	144,800 14,946,792 18,800	9,011,527	70,300 12,929,610 114,900			724,190 31,018,372 312,965	991,784 21,769,923 291,309
Italy Ceylon Austria-Hungary Netherlands	772,162 80,000 724,197 17,810	1,029,465 158,500 622,384 39,200	776,375 193,450 693,988 13,690	931,780 227,298 761,676 419,339	936,259 91,400 1,490,991 415,673	1,148,678 247,100 519,538 967,371	108,075 19,610 200,096 835,281	511,390 52,490 913 non	\$78,853 178,460 435,675 2,651,833	1,012,122 52,609 752,810 1,561,475	179,900 338,818 1,983,779	614,877 900,333	638,012 241,810	12,050 13,881	14,432	52,477 8,000 8,000	141,421	407,592 62,174 463,587	3,500 1,200 394,500	148,656 132,393 382,840
Australia	22,400 12,368 139,300	17,017 190 930	7,250 111,453	418,332 121 13,343 69,003	23,826 22,571 116,050	29,006	45,737	1,557,000	1,990	7,427	2,324	5,414	0,502	68,602	 4,466	17	14,678	13,600 87,350 9,432	21,316 1,405	 1,974 3,615
France Germany Other Fereign Countries Mesopotamin	14,110	41,611 	27,381 1,177	26,714 371	125,280 910	59,200 50,657 518	14,900 45,618 729	27(500 283,423	2,530 411,310 40	201,750 808	176,969 3,811	4,400 110	24,868	=		=	315	11,000 40 2,000	31,677 917	47,895
Bahrein Islands Persia Belgium	 362,537 60 760	 696,960 5,630	G38,477	245 723,996 133,725	799 746,385 115,610	 300 613,651	400 2,314 311,751 44,031	9,90s 250,2% 2,80s	420,000 3,712 350	65,200 1,200 163,505 77,770	800 162,443 6,600	 31,440 58	20	=	88,700 1,057,671	0,006 338,280 160,000	133,600 449,600 2,281,557	130,008 43,000	61,097 64,430 80,000	57,350 67,600 140,010
China { Hong-Kong Turkey in Europe Aden and Dependencies Zanxius & tenha	316,030 600	181,761 2,310 39,607	2,372	62,062 2,110	1,200 6,000	63,291  400	3,493	1,512	- 530	2,400	10,162	600	11,520	:::		181,785 800	8,300 400	8,700		
Kenya Colony Huskat Territory and Trucial Oman Japan	=	33	57	110	120	40	::: 316,117	= 1/	=	1,000,200	021,730	3,418 701,929	3,653 4,007,635	 680 4,206,491	33,981	1,917,956	20,122,700	väis.000	20,510,905	
Grivee	=		:: }	1,200	20,000	=		598,677	281,455 6	12	2,300	::	2,699 12,000	2,610 800	250	4,614	31,43	4,400		
Turkey in Asia (Persian Gulf) United States of America						***		-1.680	500											
Turkey in Asia (Persian Gulf) United States of America Other Bratish Possessions Siam	1,010	45,776,742	37,673,288	431 87,315,737	13,800	40,300,460	32,503,657		903,210	41,171,167	42,864,340	40,426,921	20,529,560	19,400,439	38,095,413	15,097,201	47,333,49	\$,124,615	59,274,2	41,014,010
Turkey in Asia (Persian Gulf) United States of America Other British Possossions	1,010	45,776,742		431				41,953,911	942,200	45,171,167	42,864,340	40,426,921	20,529,560	19,400,439	39,095,413	15,097,201	47,333,49	\$,124,615	59,274,2	41,011,013
Turkey in Asia (Persian Gulf) United States of America Other Bratish Possessions Siam	1,010			431		40,300,460	52,503,657	41,835,911					20,528,568 D), ALL		38,095,413	15,097,201	47,338,49	2 2'15t'212		Imports.
Turkey in Asia (Persian foulf) United States of America Other British Possessions Sum Total	1,010			431		40,300,460	52,503,657	41,835,911							38,095,413 1918-19. yards.	15,097,204	47,333,49 1920-21. yards.	5 \$,124,615 :: :: :: :: :: :: :: :: ::		IMPORTS.
Turkey in Ass. (Perins Gail)  "Other Fields Proceeding  Total  LMPORTS.  COUNTRIES WIFECE  Australian Commonwealth  Mesopotamia Total  Australian Commonwealth  Mesopotamia Total  Australian Commonwealth  Mesopotamia Total	1,010 30,575,835 1901-5. yards.	45,776,742 1905-6. yards.	37,673,288	1907-S. yards.	41,521,055	40,300,460 CO	\$2,503,657 TTON	41,833,911 PIECE- 1911-12 yards,	\$00DS	, GREY-	-(Unbi	LEACHEI	D), ALL	KINDS.	1018-19. yards.	1919-20. Yards.	1920-21. yards. 	391-22. yards.	1922-23. yartis. 5 3	IMPORTS.  1923-24. yards.  1,609
Turkey in Assa (Persha Garl) Other Patrick Presession Sum Total  IMPORTS.  COUSTAITS WIESE  JUNEATHE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	1,016 30,575,835	1903-6. yards.	1906-7. yards.	1907-S. yards.	1998-9. ynrds.	40,300,460	\$2,500,657 TTON  1910-11. yards.	91,833,931 PIECE- 1911-12, yards, 19,833 4,471	\$00DS	, GREY- 1915-14, yards, 136- 1.452	(UNB1	1915-16. yurds.	D), ALL 1916-17. yards.	KINDS.  1917-18. yards.	1018-19. ynrds.  1,130	1918-20. 3 ards.     120	1920-21. yards,  1,1:	7011-02. 711-03.	19/2-23 yards. 5 % 10 500 "1	IMPORTS.    1823-24,   1823-24,
Turkey in Assa (Persha Gar)  Threey in Assa (Persha Gar)  Other British Presession  Sum  Total  Total  Total  Linports.  Coussines whiseer  Automato Commonwealth  Montal Persha Court of the County of the County  Automato Commonwealth  Montal Persha County  College Fording Countries  United Kingdom  Corpin	1,010 30,575,835 1904-5. yards. 516 2,005 1,205,192,339 1,52,293 4,632	1905-6. yards.  63 103,986 1,337,011,633 81,389 1,017	1906-7. yards.  576 1,289,337,250 2,13,023 5,044	431 37,315,737 1907-8- yards,  210 31,500 1,247,390,600 23,143 4,400	41,524,055  1908-0. yards 4,910 0,141 1,032,018,178,110	40,300,460	\$2,503,657 TTON	41,833,931 PIECE- 1911-12, yards,	\$00DS   105-13.   prefs. 	, GREY- 1815-14, yards, 1386 1,452 ,516,029,201 21,016	(UNBI	1915-16. yurds.     7,050	D), ALL 1916-17. yards.	KINDS.	1918-19. yards.  1,130	1910-29, 3'ards.  3,000	1920-21. yards. 	1921-22. yards. 10 1 1,3 1,3 521,423, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10	1922-23 yards. 5 "3, 10 90 1 159 833,393,291 281 101 353 4,447	IMPORTS.  1923-24, yards.  (00)  1,600  1,600  1,603  1,603  1,816  1,816  1,816  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825  1,825 .
Turkey in Ason (Pershad Gal) Olher British Rosessian Olher British Rosessian Olher British Rosessian Olher British Rosessian Olher British Rosessian Total  Australian Gummerecalli Stronger and Countries Germany Germany Carlotter Stronger Stronger Stronger Germany Carlotter Stronger Carlotter Stronger Carlotter Stronger Carlotter Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stronger Stron	1,016 30,575,835 1001-5. yards.	1905-6. yurds.         	1906-7. yards,   576 8 1,289,387,290	431 37,315,737 1907-S. yards.  240 31,500 1,247,390,906	41,524,055 1908-0. yards.  4,910 0,141 1,032,018,169 1,032,018,169	CO  1900-10. 5 mrds.  1,515 1,221,638,213 181,195	TTON  1910-11, yards, 3,592 1,118,929,683 1,718,733 292,090 1,773,373	41,833,011 PIECE- 1911-12 yards, 	\$00DS   1543,  prek. 	, GREY-  1913-14. yards.  136 1,432 516.628-201	-(UNB)  1914-16. ynrds. * 10,802 51,535,212 54,535,612 9,459,909 6,838 618,531 59,750	1815-16. yards.	D), ALL 1916-17. yards.  702,016,080 115,377	KINDS.  1017-18. yards 564,000,000 5,640,200 9,209 3,800	1918-19. ynrds.  1,130  900 375,302,357 23,217	1910-20, yards.         	1920-21. yards. 	1021-22- yards. 10 1 1,3 8 591,493, 91 10,77 21,197, 10 3,105,	1922-23, yards.  5 8 10 10 1154 833,899 281 101 033 4,447 029 241 101 101 101 101 101 101 101 101 101 1	IMPORTS.    1923-84,
Turkey in Ann (Persha Gal) Olher British Possession Olher British Possession Stom TOTAL  COTSTAILS WILLIAGE AUSTRIAN ORDINGER AUSTRIAN ORDINGER AUSTRIAN ORDINGER AUSTRIAN ORDINGER AUSTRIAN ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER 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ORDINGER ORDINGER ORDINGER ORDINGER ORDINGER ORD	1,010 30,575,855 1901-5. yards.  2,505 1,205,102,203 1,205,102,203 4,607,115 20,021 4,607,115 16,462 14,462 14,463 14,463 14,463 14,463 14,463 14,463 14,463 14,463 14,463 14,463 14,463 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 16,462 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12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   12,943   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D), ALL  1016-17. yards.  762,016,080 115,377 7,706,410 18,202 5,400 2,500 3,087 75,720,500	KINDS.  1017-18. yards.  544,000,990 2,530 5,640,200 9,209 3,800 73,278,1302 427,3302	1018-19. ynrds. 	1910-20, yarvis. 	1990-21. yards.  1,11 420,297,67,64 44 420,297,67,64 20,38 41,47 72,24 11,04,29,37	1001-222 100 1 1 1,8 8 508,483, 10, 17 21,107, 100 100 3,403, 100 3,403, 100 100 100 100 100 100 100 100 100 10	1622-23. yards. 5	IMPORTS.    1823-24.   yards.   (600)   (1,600)   (600)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700)   (700
Turkey in Assa (Persha Gal) Other British Rosessian Other British Rosessian Other British Rosessian Stan TOTAL  COTSTILLT WIEDER ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA COMMENCES ADMINISTRA ADMINISTRA COMMENCES ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA 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ADMINISTRA ADMINISTRA ADMINISTRA ADMINISTRA ADMINI	1,010 30,575,855 1901-5. 30,575,855 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 1,205,102,333 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105. 105. 105. 105. 105. 105.	1922-23. yards. 5 8.3 3910 10 649 11. 649 281 100 10. 649 244 446 649 649 649 649 649 649 649 649 6	IMPORTS.    1822-24.   yardis.   (50)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)   (1,00)
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D), ALL  1916-17, yards,	KINDS.  1017-18. yards.  544,660,890 9,207 5,640,200 9,207 13,800 73,278,185 427,302 1,122,800	1018-19. ynrds 1,130 200,397 232,197 221,700 200,333,104 201,700 201,700 201,700 201,700	1910-99.	1990-21. yards	10011-922 7187dx.  100  1 1,34  1,58  503,600,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,405,  100  3,4	1822-23. yards. 3	IMPORTS.    1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,   1622-24,
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3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 3010-922 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MP	COUNTRIES WHENCE	1904-5.	1905-6.	1906-7.	1907-8.	1908-9.	1900-10.	1910-11.	TON ]	1012-13 A	BIS LL.	1914-15 yards.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. y-rds.	1919-20. yards.	1020-21, yards,	1921-29, yardı,	1922-23. yards.	1923-24. yards.
-	IMPORTED.  Federated Malay States	yards.	yards.	yards.	yards.	yards.	yards,	yards.	yards.	yards.		=		152	84	231	20,120	220		1,000	24,93 3,32
-18	Czecho-Slovikia Mesopotamia Kenya Colony ,		561,847,594	496,322,104	721,000,062	466,189,320	483,296,558	575,528,500			81,865,871 1131,119	\$15,401,810 7,201,402 48,900	601,410,108 6,644,114 135,227	344,842 592,214,658 3,361,185	916,637 496,160,908 1,813,732	109,858 274,898,989 100,783 161,916	610,896 311,042,528 4,083,505	68,000 408,560,593 5,839,035	299:338 59	395,412,351 3,216,132	402,862,42 4.492,85
- 3	Netherlands	574,510,174 4,049,330 32,679	6,197,776	456,322,104 4,431,550 86,267 1,003,464		6,850,753 117,064 1,218,133	6,427,241 101,307 700,640	6,230,844 60,430 1,401,401	618,395,467 7,452,193 169,583	765,716,600 9,269,300 73,500	100.91 174.161 25.883	48,900 183,208 16,358	185,227 59,374 21,734	75,905 52,401	27,181		46,568 9,600 147	27,010 249,219 77,178 49,161	4,880,90 100,12 14,53 4,00	100,251 65,677 5,417	287,68 287,37 9.04
	Italy France Natal	1,405,520 67,731	462,374 71,288	66,886	129,322	115,709	58,142	121,300	200,908 86,524	168,881 26,677		-	149			25	208,430	49,161			
١,	Australian Common- wenith Other Native State in		4,088				6,003	 1,970	, iii	- 1		/ =		=	-		:::	2,060	-	2.1	4,1
1	Arabia Italian East Africa Turkey in Europe Straits Settlements	2,455  595,028	420,477	636 Sus	633,014	500 005	483.401		582,028	5.1	91,226 145,571	183,216 5,600	407,348	115,433	44,827	316,146	194,470	138,315	190,00	81,520 8,741 52,265	198,6 98,5
	Austria-Hungary	1,844,026	1,028,021	676,490 15	1,845,097	1,852,742	1,442,983 87,834	297,510 2,444,097 13,422	59,910 13,325	464,53 149,165 17,589	417 8,338	13,923 425	16,790 5,016	33,807 6,343	425,753 720	400,152 18,625	. 137,205 60,863	260,093 2,026 40,307	14,8% 33 24,18	52,265 12,894	40,3
13	Persia Egypt	1,760 1,123 # 561,700	42,616 3,568 439,657	2,050 110,000	19,000 56,643	4,000 41,820 78,751	19,854	7,961 89,077	39,394 96,978	14,548	41,468	15,284	41,543	20	8,000	 31,271		10,450	36,36	29,137	86,
	Russin	26,089	324 3,520	8,250 14,750	3,313	100 43,646	339 35,461	19 8,979	8,820 3,633	90,894 20,392 4,047	160 5,575 400	3,422	41,543 6,534 27,520	2,205 60,000	6,767	44.243	7;536,215 10,038 5,760	11,241 10,020 238,857	26,36 10,50 2,60	62,505 20,034 200	20, 8,
1	China   Hong-Kong Treaty Ports Turkey in Asia— Persian Gulf					. "".			184 5.932	5,158 726 1,319	5,684 17,429	962 15,223	18,877	20,000	4,612	2,494	92,290	8,989 16,468 3,066	29	 1,535 705	25,
	Belgium Sism Zanzibar & Pemba	978,907 	1,843,613	1,509,042	1,672,921	671,418	338,707	316,421	12,455	15,000	- 13,600	68,094	900,839	20,000 2,558,371	123,080 2,001,847 50,000	44,327 10,483,894	316,459 2,753,233	70,783 3,819,617	1,890,19	2,375,105	
	Japan Java I	185,074	88,870	30,040	19,418	27,252	25,485	42,199	65,026	47,714			528	920	660	5,015	17,243 212,423	252 65,870	2,8	473	
١,	& Trucial Omah East Africa—Portuguese			= -			- =		2,407,585	2,639,167	1,597,676 12,845	1,003,013	1,647,954 690	965,365 501	167,626 20	25,750 540	508,034 60	2,239,520	188,71	991,499	4,728
	Other Foreign Countries	1,290	743	1,991	780 2,358	6,250	8,026	5,220	1,959 6,490	2,084 160	4,485	1,000	519	12 589,832,970	87 502,353,456	675 296,635,237	322,047,039	421,784,132	206 1666	310	415.950
10	Other British Posses-												611,400,000	589,832,9701	30Z,88371301						
10	sions Posses-	584,298,179			733,521,890	477,744,010	493,011,855	596,519,221	629,603,403		( populary)									1	
	Other British Possessions	584,298,179			733,521,890	477,744,010				708,718,144	F. 103	, (Colo	URED,	Printri	o, or E	YED) A	LL KIND	s.		I	MPORT
dP.	PORTS.	1904-5.	572,749,710	494,966,785	1907-8	1908-9.	1909-10.	COT	TON	768,718,144 PIECE	F. 103	1914-15.	URED,	PRINTEI	), OR E	YED) A1	LL KIND	S. 1020-21. yards.	1821-82. yards.	I 1992-23. yards.	MPORT 1923-2 yards
IP	PORTS.  COUNTRIES WHENCE IMPORTED.	1994-5. yards. į	572,749,710	494,966,785	1907-8. yards.	1908-9. yards.	1909-10, yards.	COT	TON 1911-12.	768,718,144 PIECE- 1912-18,	600DS	1914-15. yards. 463,610,018	1915-16. yards.	1916-17. yards. 460,721,390	1917-18. yards.	1918-19. yards. 201,261,243	1919-20, yards,	1920-21. yards.	yards.	1922-23. yards. 32,891	1923-2 yards
IP.	PORTS.  COUNTRIES WHENCE INTOUTED.  Angle Beypsian Soutan United Kingdom. Italy Austria Hungary	1994-5. yards. 471,529,846 2,871,833 2,188,938	1905-0. yards.	1906-7. yurds.	1907-8, yards, 517,797,589 5,878,489	1908-0. yards. 441,097,000 4,214,039	1909-10, yards. 432,860,881 4,501,448 1,901,388	COT 1910-11. yards. 557,087,983 8,146,187 8,935,785	TON 1911-12. yards.	768,758,144 PIECE- 1912-13, yards,	600DS 885-14. pank. F4806,453 E480,553 88,653	1914-15. yards. 463,640,018 10,039,876 543,839 181,876	1915-16. yards, 322,529 226 13,019,306 6,000 131,028	1916-17. yards. 463,721,890 14,170,489 57,741	1917-18. yards. 382,974,125 7,003,140 175,618 140,085	1918-19. yards. 201,263,243 1,321,759	1919-20, yards, 187,025,34 1,385,34 26,54 18,59	1020-21, yards. 2 448,508,01: 1 9,757,43: 9 133,60:	yards. 121,550,6 2,312,3 1 3,5 4 23,0	1922-23 yards, 32,89 211,906,34 1,891,19 1,811 37,912	1923-5 yards 5 303,696 5,607 1 5,607 41 9 71 8 2,691
IP ATIA	PORTS.  COUNTRIES WHENCE INFORMED.  Anglo-Exprise Souther Souther United Kingdom. Harby Austria Hungary Austria Hungary Austria Hungary Austria Stellements	1994-5. yards. 471,529,846 2,871,833 2,188,938 1,484,986 1,332,766 2,483	1903-0. yards. 516,315,903 3,670,707 1,951,706 1,673,682 602,067 48,679	1906-7. yurds.	1907-8. yards. 517,787,589 5,878,489 1,498,589 1,282,699 1,094,490	1908-9. yards. 441,987,550 4,214,039 1,633,919 2,442,478 1,143,979 121,005	1909-10, yards. 432,856,881 4,501,448 1,901,388 1,702,806 1,685,301 1,685,301	COT 1910-11. yards. 557,687,963 8,146,813 2,233,795 1,424,231 1,611,292	TON 1911-12, yards.  553,895,896 6,782,894 1,995,745 728,896 2,032,455	768,718,144 PIECE- 1912-13, yards, 687,722,538 11,412,530 2,615,732 413,734 1,316,177	600 DS 8834, jank, 1828,455 E483,713 5483,583	1914-15. yards. 463,640,018 10,039,876 543,839	1915-16. yards, 322,529 226	1916-17. yards. 463,721,390	1917-18. yards. 362,974,123 7,003,140	1918-19- yards, 201,263,243 1,321,759	1919-20, yards, 187,025,34 .1,385,31 .26,54 .18,59 .1359,19 .21,87	1020-21. yards. 2 448,508,01: 1 9,757,43 9 133,80 0 118,29 5 440,10 1 133,80	121,559,4 2,312,7 1 23,0 4 23,0 7 489,1 18,8	1922-23. yards. 32,893 311,006,344 1,891,10 1,814,90 1,874,90 1,874,90 178,690 0 21,071	1923-5 yards 5 303,696 1 5,667 41 0 75 8 2,691 8 175 8 175
IP ALL AFSCPN	PORTS.  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17,246	1918-19. yards. 201,281,243 1,321,739 94,778 200,091 18,746 6,747 97,568 5,370	1919-20, yards, 187,025,34 1,385,31 26,54 18,50 1,355,19 21,87 45,30 41,57	1020-21. yards. 2 448,508,01: 1 9,747,43 9 133,80 112,89 5 440,10 1 23,88 1 23,88 6,16 3 61	yards. 121,550,4 3, 2,512,7 4, 23,6 489,1 0, 18,8 0, 21,0 0, 3,4	1922-23. pards. 32,89 211,906,34 1,891,10 3,7,92 1,874,99 1,1874,99 21,977	1923-5 yards 5 303,696 1 5,667 8 43 9 2,691 8 176 8 176 8 176 8 176 8 176
IP ALL AFSCPN	PORTS.  COUNTRIES WHENCE INFORMED.  Anglo-Egrpten Soudan United Ringdom Haly Anstra-Hungary Strates Settlements Coylon	1994-5. yards. ( 471,559,846 2,871,833 2,188,038 1,481,096 1,302,766 32,483 11,297	1903-0. yards. 516,315,903 3,670,707 1,91,706 1,673,002 602,067 48,679 5,679	1906-7. yurds. 500-143,020 3,401,263 1,695,307 070,725 167,480	1907-8, yards, 517,797,859 5,878,489 1,549,589 1,091,430 1001,430 4,802	1905-9. yards. 441,987,599 4,214,039 1,633,949 2,442,478 1,143,979 121,003 2,981	1909-10, yaxds. 432,856,881 4,501,448 1,801,388 1,702,806 1,685,301 63,730 3,131	FOOT 1910-11. yards. 557,087,903 8,140,813 2,235,121 1,611,262 2,921 1,611,262 2,921	TON 1911-12. yards.  553,805,830 6,792,034 1,905,745 728,836 2,032,455 61,251 49,694	768,718,144 PIECE- 1912-15, yards, 687,929,158 11,412,538 2,665,033 413,749 1,316,177 100,319 17,448	600DS 189-14, pinds, 19200,453 19,473,718 19,473,718 19,767 190,767 190,318 112,381 1,587	1914-15. yards. 463,610,018 10,030,876 513,839 181,878 519,981 264,264 17,166	1915-16. yards. 322,559 226 13,019,306 6,002 131,028 1,102,813 329,520 1,126 4,014	1916-17. yards. 403,721,330 15,170,489 57,741 91,334 926,321 378,133 12,046	1017-18. yards. 382-974-125 7,005,140 175,615 140,685 339,185 78,291 2,080	1918-19. yards. 201,261,243 1,321,759 94,778 390,991 18,748 6,747 97,568 5,370 210,314 8,021	1919-20, yards, 187,025,341 28,541 18,559 1,359,19 21,87 45,30 41,57 17,15 103,50 5,91	1020-21, yurds. 2 448,598,01 0 1737,43 0 113,59 5 440,17 1 132,50 0 6,16 3	yards.  121,659,4  2,812,7  2,812,7  23,6  24,89,1  18,8  21,6  3,4  3,1  4,125,1	1922-23. jards: 32,895 211,906,344 1,891,16 37,925 1,874,925 1,874,925 1,874,925 1,874,925 1,874,925 1,874,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935 1,974,935	1023-5 yards 5 303,696 1 5,607 8 2,591 8 170 5 17 8 170 8 2,591 8 170 8 170 8 170 8 170
IP ATTACES	COUNTRIES WHENCE INTOGREE COUNTRIES WHENCE INTOGREE Angelo-Egypten Soudan Italy Angelo-Eyrpten Soudan Italy Angelo-Erypten Soudan Italy Teresa Wester Tyrritory and Eccleated Maky Stdee China—Eccleated Maky Stdee China—Eccleated Maky Stdee China—Eccleated Maky Stdee China—Engelow Stdee	1004-5. yurds. <sub>1</sub> 471,509,846 2,871,833 2,885,038 1,484,040 13,82,760 82,483 31,297 4,684 227,742	572,799,710  1905-0, yards.  516,315,903 3,670,707 1,581,702 622,007 48,679 5,679 3,860 202,148 20,071	494,906,783 1906-7. juris. 500,443,020 3,401,263 1,035,307 107,255 107,286 270 1,352 108,551 8,651	1907-8, yurds. 517,707,859 5,878,489 1,609,430 1,021,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 103,430 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1912-15, jurde, 687,929,559 11,438,533 2,685,039 413,744 1,316,774 1,316,774 2,205	800DS 88514, pmls. 7626,453 26,452,758 26,557 26,557 86,316 11,557 5,591	1914-15. yards. 463,610,018 10,039,876 513,830 181,876 519,981 264,954 17,106 3,818 1,239 3,818	1915-16. yards. 322,509 296 13,619,366 6,609 131,628 1,102,13 329,529 1,126 4,614 7,096	1916-17. yards. 463,721,330 15,170,489 57,741 91,334 926,321 378,163 12,046 59,180 146,051	1017-18. yards. 382-974,12: 7,003,144 175,618 140,632 330,138 78,291 2,030 17,246 173 45,538	1918-19. yards. 201,281,243 1,321,739 94,778 509,391 18,749 6,747 97,548 8,370 210,314 8,021	1919-20. jards.  187,025,34 1,385,31 20,54 1,355,19 21,97 45,30 41,57 101,00 5,91 63,59 43,59	1020-21. yards.  2 448,509,011 1 9,797,43 0 133,80 0 113,80 1 133,80 1 144,50 1 133,80 0 6,16 0 6,16 0 144,23 0 6,26 0 6,36 0 6,36 0 144,23	yards.  121,559,6 2,312,3 3,5 4,33,6 4,89,1 10,18,8 21,0 0,3,4 125,7 9 11,1 11,1 11,1	1622-23. yards. 211,063,34 1,891,10 37,922 1,871,92 1,871,92 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57,741 91,334 926,321 12,046 87,180 69,180 146,051	1017-18. yards. 382,974,125 7,005,146 175,605 140,685 339,185 78,201 2,086 17,386 17,161 46,538	1918-19. yards. 201,223,243 1,921,243 1,921,243 18,738 18,738 18,747 97,568 5,310 210,314 8,021	1919-20. jyards.  187,025,349 1,385,311 25,541 1,355,139 21,877 45,300 41,577 17,15 103,00 5,91 63,08 4,08 5,500 115,07	1020-21, yards.  2 448,298,01 1 9,737,43 2 111,29 2 111,29 3 123,59 4 1 133,59 4 1 133,59 6 6,16 3 0 6,10 3 0 141,29 6 0 0 141,29 6 0 7,27 7,27 0 73,00	yards.  121,519,8  2,312,3  2,312,3  2,312,3  2,489,1  2,30,0  2,1,0  2,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  1,1,0  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ARGOLOGYELD  ARGOLOGYELD  ARGOLO	1994-5. yurds. <sub>1</sub> 471,520,846 2,871,833 2,188,035 1,481,000 32,483 11,297 4,081 207,742 12,000	572,749,710  1905-0. yards.  516,315,903 3,507,707 1,591,706 1,578,602 602,007 3,580 302,148 335 202,148 335	494,906,783 1906-7. juris. 500,443,020 3,401,263 1,035,307 107,255 107,286 270 1,352 108,551 8,651	1907-8. ynrds. 517,797,559 5,578,489 1,669,559 1,669,559 4,902 8,011 78,479 9,120 16,224 9,01 16,44 9,01 16,45 9,01 16,45 9,01 9,00 4,002	1005-0 yards. 441,697,690 4421,1030 4,291,1030 1,055,478 1,145,579 121,003 2,681 190,007 9,018 2,411 80,237	1909-10.  yards.  432,596,851  4,601,448  1,003,501  1,003,501  1,003,701  1,1,330  23,644  19,917   005  10  6,422  48,007	POT 1910-11. yards. 557,067,903 5,140,813 5,253,703 1,141,152 5,253,703 1,141,152 5,253,703 1,141,152 5,253,703 1,141,152 5,253,703 1,141,152 5,253,703 1,141,152 5,253,703 1,141,152 5,253,703 1,145 6,107 31,461 6,107 31,461 6,107 31,461 6,107 31,461 6,107 31,461 6,107 31,461 6,107 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1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 1,316,177 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182.812  182.812  182.812  182.812  183.812  183.812  183.812  183.812  183.812	1914-15.  yards.  463,010,018: 10,009,870 613,830 11,009,870 613,830 12,009 17,100 3,818 1,239 33,835 65,035 17,009 17,009 18,282 13,18,282 18,282 1,588,193,244	1915-16. yurds.  522.529 226 13,019,306 13,019,306 13,028 13,028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 1,1028 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1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703  1,203,703	TON ]  1911-19. yarda 65.3 50.5 50.6 50.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 1	768,738,144  1912-13. 1912-13. 1917-14. 2,938 14,15,744 2,938 14,15,744 2,938 16,139 17,44 2,938 16,339 16,530 2,156 2,157 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 2,177 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100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   10	1914-15, yards, 463,010,018 10,018,718 10,009,718 10,009,718 10,109,718 10,109,718 10,109,718 10,109,718 10,109,718 10,109,718 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 11,109 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-67,722,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,721,70,70,721,70,70,70,70,70,70,70,70,70,70,70,70,70,	1017-18.	1918-19- yards- 201,261,762	1910-20.  yards.  187,055,344  1.385,41  1.385,41  1.385,41  1.395,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305,41  1.305	1020-31, juntis.  4 482-20, 114, 114, 114, 114, 114, 114, 114, 11	yards.  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  121,550,45  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510,907 1,782,222 100,131 9,801 92,751

1,610 2,759 4,401

1915-16, 1916-17. lbs, lbs,

22 29 311,02 478,818 433,322 311,032 1,191,809 1,615,631 1,361,628 62,408 19,913 39,683

110,931 170,150 174,023 39,182

1,311

COUNTRIES WHENCE	1901-5,	1905-6,	1906-7,	1907-8.	1006-0.	1900-10.	1910-11.	1911-12.
IMPORTED.	lbs.	lbs.	lbs.	lbs.	lbs,	Ilis.	lies,	lbs,
her Foreign Countries	10	119	43		6	308		320
ins- (Hong-Kong	050,331	794,203	614,208	761,552	600,863	657.033	741,280	630,525
	503,067	562,705	435,3590	971,771	1,074,063	1,393,416	1.000.200	1,300,801
mits Settlements	310,129	180,747	220,118	100,050	251,182	191,431	109,241	220,653
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dgium		13,575	55,231	115.903	10,683	1,118	***	
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Do, in Europe		964	- 2,620)	2,000		896	1,068	511
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gyt		521	150	161	192	446		
stria-Hungary		021	1.00	225	41	410	1	
tions		7			2.192			1
00B		20,088	79,780	29,470	122,000	79,164	89,739	50,916
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her Countries her British Possessions			73				,	
			7.04				9/	

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	2,230,105	3,771,63	التتا	2,303,531	2,240,327	1,964,787	1,632,002	1,425,956	2,312,587	1,833,075	16,07.702	1,828,580	1,3813,291
	SILK,	PHEC	E-GOO	DS.								I:	MPORTS.
	1911-12, yatvis,	pusa puls	1913-14. yards,	1914-15, yards,	1915-16. yards.	1916-17. yards.	1917-18. yards,	1918-10. yards,	1918-20. ynrds,	1929-21. yards.	1021-23 yards,	162,23. yar is.	1923-24. yards.
	1,785,548 3,955,513 331,410 774,576 49,518 9,601  6,281 49 40	2,650,47 4,115,08 147,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,31 967,3	3 2,371,851 0 4,290,396 0 598,290 3 613,351 8 111,658 8 17,656  4 2,633	2,107	2,501,401 5,481,801 215,796 371,015 187,648 13,728	5,133 1,087,815 3,512,315 363,288 527,245 43,183 5,611	5,311 9,292,080 3,165,838 155,007 115,421 15,931 6,882 4,320	2,563,562 3,523,777 131,179 120,189 3,595 5,018 216 11,971	4,442,175 7 723,423 100,026 87,719 71,465 2,577 1,111 2,426 4,800	13, 4,467,013, 4,219,658, 218,735, 143,128, 162,831, 189,057, 1,582, 2,415	875 2,657.073 3,890,531 102,340 90,732 20,596 31,651 80 4	2,061,372 3,073,087 18,070 8,190 10,775 17,699 1,485 10 515	2,553 107,518 0,507,633 82,679 65,529 27,011 1,578  10 143  58
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399

1918-19. lbs.

1,000

1919-20. Ibs. 1920-21. lbs.

> 57,651 23,789

> > 1,096

2,015

IMPORTS. COUNTRIES WHENCE IMPORTED.

> Netherlands
> China Hong-Kong
> Treaty Ports
> United Kingdom United Kingdom
> France
> Straits Settlements
> Haly
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> United States of America
> Amstria-Hungary
> Australian Commonwealth

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24,619 39 16,196 21,753 12 9,138

9,351,574 97,380 8,773,975 104,751

2,763

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> 51,626 50,743 738 24,828

12,711,857 85,747 14,513,819 11,965

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8629 1,017

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15,525,581 16,460,750 18,656,608 19,725,808 21,669,788 24,826,452 26,405,960

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99,593,299 27,319,272 17,089,677 25,096,873 19,515,577 18,125,797 17,240,150 29,131,080 22,432,974

3, 670 851 0,858

1,641

13,855,636 - 14,331,111 14,686,562

IMPORTS.

1731,981 1,102,076 63

26,610

276,590 12,78,481 711 370,729 1,352,973 106,508

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witzerland ther Foreign Countries inited Kingdom tily rabia S. A. Atlantie Facilic		116 207,132 428,829	S43 165,003 520,421	176,226 232,029	450,790	433,101 1,897	423,309 963,119	11,525 53 603,110 532,376	9,33 53 193,93 88,13	9,165 190 2,154,581 1,237,323	457	37,136 201 373,522 2,016,292	37,610 107 702,101 2,192,227 	65,215 172,010 991,972  7,457	24,482 718 174,339 362,626	78,818 235 272,619 171,532  1,528 281,785	87,727 335,751 525,827 4,040 610 250,981	8,651 161,419 396,300 611 211,916	61,821 111,036 306,203	1 5
hina — { Hong-kong Treaty Ports matris Settlements ustria-Hungary ustralian Commonwealth		2,161,743 157,928 270 16,010 201,727 598,967	1,963,589 60,731 1,678 9,007 45,511	3,829,512 33,888 74 17,156 61,555 021,821	2,178,459 100,700 2,451 17,472 72,515	4.100	213,530 9,626 89,418 42,516	2,690,961 19,511 16,600 5,199 31,706	\$52,00 14,595 2,605 9,510 19,334	52,776 25,838	1,118,156 223,802 22,027 68,891 10,181	1,443,826 219,406 52,071 34,203	1,673,509 67,527 12,615 1,897	750,225 21,875 729 4,850	5,821 1,270 4,797	39,868 25,289 7,329 37,480	30,853 43,163 3,741	10,255 13,798 1,161	830,54: 31,200 31,704 3,273 203,000	3
etherlands  EXPL  Intal  Intal  Pylon  Ersin  Unkey in Asia  Do, in Europe	91,519 115,416  136	501,532 58,596 1,513 1,695	31,535	4,391 196,261	877,743 9,470 201,397 40,053	617,768 83,902 84,153  814	985,773 14,014 81,168  96,381	1,000,136 32,150 2,582	1,517,459 29,005 	1,921,062 13,767 218	831,235 12,005  1,474	39,293 3,235 10 957	4,476 1,271	3,123  175	1,231	7,787 1,018	1,696 205	401	.: .:. 53	
elgium sehin-Chion, Saigon icsopotamia suzibar and Pemba don & Decendencies	745,135	375,062  	819,462	667,192	815.577	8is,103 	1,521,172 962 	79,356	19,273	152,068	7,061	"2,522 		-		2,408	11,886	187	1,14	
ortuguese East Africa ussia in Asia Do. in Europe Inlta and Gozo	\$,121 }	2,410	1,751	8,189 718 557	 	22,574	15,627	11,56	8,65	45,119	5,014	37,235	77,974	90,112			130,923	26,726	69,718	
ther British Possessions	5,970,998	4,717,611	4,110,233	5,888,897	5,094,951	4,567,594	7,515,400	4,840,105	1,200,535	8,163,963	3,088,097	4,210,216					1,913,149	900,036	1,174,17	-
ther British Possessions TOTAL	- ::			10				4,540,100		8,163,943	3,088,097						1,913,145	906,036		2)
ther British Possessions	- ::			10				-	RAW.	8.163,963 1913-14, lbs.	3,088,097						1,913,44S	906,636		1PO
TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TO	5,970,993 5,970,993 1904-5, lbs. 6,1480,076 487,631 6,158	4,717,631 1965-6, 1bs, 560 2,602,566 578,492 10,857	4,110,233	1907-8, 1907-8, 1bs,	1905-9, lbs.	4,507,004 1909-10. Ibs.	1910-11. fbs.	VOOL,	RAW. 1972-13, lbs. 2,500, 2,531,810	1913-14. lbs.	1914-15, 1bs. 168 2,678,910	4,210,216 1915-16. 1bs. 63 3,536,289	4,771,319 1918-17. lbs. 12,532,613	2,167,633 1917-18. 1bs. 16 2,289,641	1,554,518 1918-19, 10s. 973,472	1,014,758 1919-90, lbs.	19:20:21. Nos.	1921-22. lbs. 559,279	IN 1922-23. Ths.	1PC
TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TOTAL  TO	5,970,993 1504-5, 1bs. 1,493,076 457,031 6,105 4,092	4.717,611 1005-6, 1bs, 660 2,002,500 578,492 10,887 13,064 3,069 23,583	4,110,233 1996-7, Bes. 41 1,489,088 622,637 15,591 4,003	10 5.8% 927 1907-8, 10-6, 1,910,971 42,9875 42,9875 7,001	1905-9, lbs.	4,507,594 1909-10, 1bs, 1,805,070 45,487 5,777 79,214	1910-11. fbs. 1,874,007 41,315 82,790	VOOL,	RAW. 1992-13, 10s. 2,500, 2,501,810 435,900	1913-14, lbs,	1914-15. 1bs. 2,678,910 44,970	4,240,216 1915-16. Ibs. 3,536,259 50,540	4,771,819  1916-17. lbs. 35 1 2,552,613	2,167,033 1917-18. 1bs. 16 2,259,641	1,554,518 1918-19. 1918-19. 28 973,472 676	1,014,738 1910-20, lbs. 1,061,878	19:0-21. Ros. 716,788 55,853	1921-22. lbs.	I M	19 C
DPTS.  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VOTAL  VO	1,453,075,100   1,453,075,100   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075   1,453,075	4.717,631 1965-6, 1bs, 5,002,504 578,492 10,887 13,684 3,685	4,110,233	10 5.848.822	1908-9, lbs, 17:10,785 51:10,785 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 27:01; 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27:0	4,507,593 1909-10, Ibs. 1,805,070 45,487 5,777 79,214	1010-11. fbs. 1,874,007 41,315	VOOL,	RAW. 1992-13, 1895. 2,501,810 455,940	1913-14. lbs. 2,732,200 300,563  26,508 28,336	1914-15. Ibs. 168 2,678,910 44,970  44,912 7,882	1915-16. Ibs. 3,530,239 50,540	4,771,519  1916-17. lbs. 55 1 2,552,613	2,167,033 1917-18. 10s. 2,289,641	1,554,518 1915-19, 1915-19, 195, 973,372 676	1,014,758 1910-90, lbs. 1,061,878 31,349	18:0-21, 10:s. 716,788 55,653	1921-22. 1bs. 559,278 25,002	IN 1932-23. 1bs. 600,181 50,032	190 10 11
DRIS.  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Ibs. 1,503,070  45,187 5,777 79,214 108,072	1810-11. fbs.  1.874,007  34,315  32,700  410,471	4.580,102 VOOL, 1011-12, 103, 250 2,003,218 117,009	RAW. 1971-15. Uss. 2.500, 2.501,810 438,910	1913-14. lbs. 2,732,260 300,543	1914-15, Ths. 168 2,678,910 44,970	1915-16. Ibs. 3,530,259 50,540	4,771,519 1916-17. lbs. 339 378	2,167,633 1917-18. 1bs. 2,289,641 302	1,554,518  1918-19, lbs.  28 973,372 676 654,318 3,360	1,014,758  1910-20, lbs. 1,061,278 31,349 27,700 4,032	19:0-21, Ros. 716,788 55,633	1921-22. ibs. 539,278 25,002	In 1822-23. lbs. 600,181 55,032 11.701 55,032 55,032 55,032 55,032 55,032 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,033 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,035 55,03	190 191 11,
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Ibs. 1,505,070 45,187 57,717 79,214	1010-11. 105-11. 105-1007 21.315 22.790 410,471 10,197 700,318	4.890,100 VOOL, 1001-12, 100, 2,501 2,063,219 11,000 13,000 15,100 42,415 15,100 46,777	RAW. 1972-13. Uses 2.500, 2.501,810 435,900 4,002 19,376	1913-14. ths. 2,732,260 309,543 26,938 28,333	1914-15. Thes. 2,678,910 44,970 44,912 7,882	1915-16. 198-16. 198-33,536,288 59,540	4,771,319 1918-17. 10s. 33 1 2,552,643 378 216,540 1,232 16,711	2,167,053 1917-18. 1bs. 16 2,289,641 302  67,032 3,284	1,554,518 1915-19, 10s, 28 973,472 676  654,318 3,300	1,014,758  1910-20, lbs.  1,061,678  31,349  1,216  27,700 4,632	19:20-21, 10:5. 716,7883 55,833  5605 7,600  6,959	1921-22. 1bs. 559,278 25,002 22,960 100,576 14,103	IM 1922-23. 10s. 609,181 59,632	1PO
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Ibs.  1,834,007  341,313  82,700  410,471  18,197  700,318	4.890,100 VOOL, 1001-1-2, Bto. 7.07,215 7.07,209 13,280 15,155 15,155 16,177	RAW. 1971-33. 100. 2.500, 2.501, 2.00 435,920 4,002 19,376	1913-14. lbs. 2,732,000 300,563 26,508 28,336 3,020	1914-15. This. 108 2,678,910 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #4,970 #	4,210,216  1915-16. Rbs.  3,550,250  50,540  50,540	4,771,319  1918-17. lbs. S5 1 2,552,613 378 378 378 1,232 16,711	2,167,033 1917-18. 1bs. 162,289,641 302 67,032 3,584 100,890	1,554,518 1918-19, 105- 973,372 676 654,318 3,300 1,572,416	1,014,788  1910-20, lbs. 1,061,278 31,349 4,002 15,635	19:0-21. 10:5. 716.788 55,633  7,600 7,600 170,701	1921-22. 1bs. 559,278 25,002 22,860 160,676 14,103	Ix 1922-23. 10s. 600,181 50,03: 11- 11-10-38-38-38-38-38-38-38-38-38-38-38-38-38-	190 IPO II

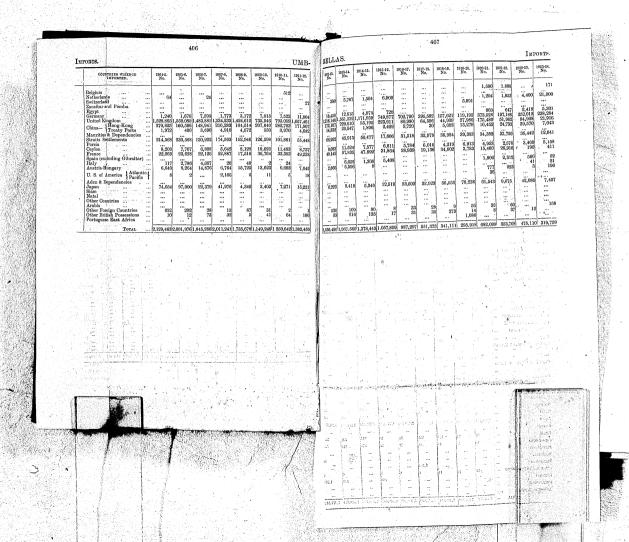
IMPORTS. WOOL COUNTRIES WHENCE IMPORTED. 1910-11 1911-12, yards, yards, United Kingdom
France
Straits Settlements
Germany
Italy
Mauritius & Dependencies
Zanzibar and P-mba 1,096 21,145 ... 379 188,438 1,370 26,687 1,505 ... 568,049 Ceylon China Hong-Kong Treaty Ports Onlan—Arrent Arrent ,625 312 809,718 382,316 060,403 626 113 1,329 91,025 243,480 100,153 713,890 ... WOOT

	COUNTRIES WHENCE IMPORTED.	1904-5. No.	1005-6 No.	1806-7. No.	1907-8. No.	1908-9. No.	1909-10. No.	1910-11. No.	1911-12, No.
	Other British Possessions	321,469	1 51,429	36,468	194 20,694	382 62,035	357 87,183	910	262,67
	China- {Hong-Kong			12.	==	. :::	==	==	
. 4	Egypt	1 :: 1		• •••				2.0	
	France	2,890 14,801 1,820,176	710 5,135 927,259	74 8,095 584,761	3,743 1,050,517	13,840 1,810,700	4,450 8,517 648,945	3,145 8,227 885,651	13,95 13,01 1,649,71
(4)	Arabia Austria-Hungary	233,321	128,275	168,612	97,091	132,551	96,085	173,212	88,1 1,4
1	Turkey in Europe	85,000	4,958	11,249	20,208	10,007	3,503	5.094	1,91
٠,	Java Struits Settlements	7 7	478	313	45	336	464	254	
	Mauritius & Dependencies				:::	:::			
٠,	Russia Australian Commonwealth		- C -		:::	- :::			
	Turkey in Asia		20	192	117	===	==	. =	
	Ozecho-Slovakia			- 1	***			22.	
	Other Foreign Countries	314		423	760	184	51	257	
	Switzerland Sweden		C	- ::	- ::			: T	4,0
	TOTAL	2,481,010	1,118,273	790,114	1,203,372	2,030,031	849,555	1,190,337	2.033.2

					40	3					
PIECE-	Joods.									IMI	ORTS.
189-13. preds.	1913-14. yards.	1914-16. yards.	1915-16. yards.	1916-17. yards.	1917-18. yards,	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. Yards.	1023-24. yards.
	140 18,002,233,744 1,902 4,971,312 236,613 236,613 24,871,312 3,850 4,850 4,950 706,771 245 26,330 241,596 278,317	9,268,303 1,259,003 1,253,039 1,418,144 38,039 1,031 3,009 2,558 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1,031 1	3,765,505 283,455 761 299,578 64,109 1,368 1,812 1,368 1,812 1,003 1,368 1,812 1,812 1,812 1,812 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813 1,813	7,915,853 13,716 2,564 3,001 11,458  74,107 4,719 2,311  7,432  17,311 729 90,370 50,033	8,472,803 8,651 235 2,659 624,696 624,696 624,696 612 612 612 60,639 4,641	2 4,089,128 728 728 728 728 728 728 728 728 728 7	3,073,000 814 627 2,716 1,113 241,623 662 14,603 1,601 1,601 1,601 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 1,008 	1,745 41,117 130,594 54,594	1,143 424 20  6,821 3,927	517,022 517,022 517,022 517,022 557 100 682 1,011 20,020 39,770 273,880	552,21 2,71 31 2,00 56 50 30 92,8 100,3 629,4
1,710  ess	 682	 845 518	111	1,223  55	16,865  1,271	21,463 34 48	110			11,943 103 20,984	24,6
				7,200		F 609 190			1/019 941	3.363.973	7,553.5

1913-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1952-23,	1903-24.
No.	No.	No.	No.	No.	No.	. No.	No.	No.	No.	No.	No.
901 \$12,149	51 312,572	31 296,718	11 9,488	53 9,551	61 3,302	6,272	833	11,622	2,608	29 12,784	19,63
200,140	012,012	200,110		,						100	
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31,032	44,881	5,238	6,264				***		311	199	3.1 12.0
19,121	46,183	21,187	5,007	3,917	1,448	1,074	13,631	1,586	40,207	91,757	134.0
1,683,964	1,594,939	237,500	224,284	39,316	200						
85,605	93,895	10,346	2,780	3,316	4,214		2.120	1,102			4
6,277	100	.10,010		,			700	180	/	100	A . ""
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3,236			200	"i,134		1					100
395	185	88	218	30				***	***	Share at	1.00
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	· · · .	****	·		6,802		104	331			
14		15				. 11			864	4,750	7.7
11,033	444	4.561	13,718	17,623	4,918	***	A STATE OF THE PARTY		301	9,700	100
	1,600	111									
2,163,931	2,100,745	575,684	262,001	76,565	20,943	7,368	18,707	16,279	44,137	110,589	211,7

					1 1 1 1	<del>, , ,</del>		APER,	PRINT	1913-14.	1914-15.	1915-16.	1916-17.	1017-18.	1918-19.	1919-20.	1920-21,	1991-98,	1922-23.	1923-24.
COUNTRIES WHENCE IMPORTED.	1901-5. cwts.	1905-0. cwts.	1905-7. cwts.	1907-8. cwts.	1903-9. cwts.	1909-10, cwts.	1910-11. cwts.	1911-12. cwts.	HID-18. ewts.	cuts.	cwts.	ewts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	ewtz
r Foreign Countries ed Kingdom	76,992	73,198 57	95,918	125,923	114,885	137,971	137,589		51 196,310	177,614	169,296	132,867 79	111,594 85	28,253 15	11,651	49,410	10 102,834 49 30,667	15 51,663 57 4,084	114,412	90,017
ed States of America Atlantic rallan Commonwealth	1,755	249	490	65	107	322	1,139	1,038	401	401	4,119	4,891	30,834	17,001	1.248	40,353 007		4,084	889	
Indies (Br.)	6,011	6,943	14,108	29,287	 ï9,811	16,618 657	11,441	5,006	5,670	6,103	3,122	225	101		435	806		11,689	8,165	5,957 18,189
nerlands	=	169	642	15	183	1,282	3,374	3,933 26	3,306 56	4,839	4,479 34	3,898	2,000	109 27,108	14,827	514 1,105	9,151 18,744	6,237 1,247	13,283	
ho-Slovakia	50,392	29,371	205	31	10	 35,440		39,658		 	 448 11,031	73	263	=	=	48	137 1,905	18 3,903	1,946 1,612 1,497 6,153	25,483
ria-Hungary	92,302	29,371 48 37,104	26,945 162 67,228	39,124 115 94,896	29,474 224 53,401	41,325	41,000 282 51,195	193 65,948	38,698 190 61,066	39,032 161 13,038	31,025	1,408	141 561	::: 77			711 13,589	173 0,458 26,596	2,724 10,001 44,784	110,639
nany ia —Trenty Ports	1,282		78 10,628	2.176	12,070	13,640	15,276	20,830	90,536	52,791		111,002		85,525	00,244	74.914	177,177	58,972	138,550	100,240
den s	1,302	5,347 4,317	7,772	8,384 5,815	14,428	14,898	23,895	20,830 22,781 	25,515	25,619 783 316	60,890 40,720 6 21	65,400 24	33,422	83,006	16,084	26,239 247	84,130 5,980 112 21	43,808 2,272 1,793	890	99,73 61:
zerhand er British Possessions sin (Noethern)	81	= 1	===		=		169	551	- 400	1,143	600	40	11 221	1 = 1		1,939	4.304 1,433	-	100	9
Total	160,189	156,771	224,171	293,452		262,625	285,773	312,056	336,939	403,233	328,895	320,934	835	189,875	194,603	200,684	557,964	218,285	356,80	316,26
COUNTRIES WHENCE IMPORTED.	1904-5. Rs.	1905-6. Rs.	1906-7. Rs.	1907-8. Rs.	1905-9. Rs.	1909-10. Ra.	1910-11. Rs.	1811-18.	SAPEI 903-13.   Grees boses.	1913-14. Gross boxes.	1914-15. Gross boxes,	HER S	1916-17. Gross boxes.	1917-18. Gross boxes,	1918-19. Gross boxes.	1919-20, Gross boxes.	1990-21 Gross boxes.	1921-22. Gress boxes.		MPORTS 1923-24. Gross boxes.
er British-Possessions	2,79,928	8,80,877	1,83,880 11,67,972	2,04,005 12,33,371	74,453	1,72,201	748 1,45,370	8,188	50,601 111,361	101,005 85,704	137.095	3,427		6,521	500 5,605	21 469	139 1,501 52,698	346 3,345 33,656	25.89	9 13,69 21,16
	10,55,001	10,23,442 4,11,201 50,758	5,31,927 29,329	7.97.611	10,28,718 6,39,533	1,72,201 17,22,452 1,016 267,641 28,886	14,21,461 4,31,583	63,040 25,996 212	\$15,361 \$31,116	188,817	106,197	96,377 6,850		67,780	38,054	99,940	361,250	5,858		0
nee				15,200	21,833															
many lon ly	52,445 7,900 4,68,041	3,804	2,249 5,39,009	8,17,109	9,85,701	7,96,786	7,804 9,749 8,94,874	70,553	1,151,014	2,402	814 500	401	23,973	2		19 699 657	Ξ.	9,500 18,604,606	5,00 24,23	0 27.83
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mon many y y y y y y y y y y y y y y y y y y	52,445 7,800 4,68,641 9,34,948 7,58,498 7,150 8,37,872 5,75,777	3,804 4,68,747 11,02,000 9,64,340 14,955 3,98,641 11,72,965  624 1,094	2,349 5,39,049 14,50,709 7,15,544 2,355 4,30,900 12,53,903 812	12,45,200 6,79,778  5,06,385 19,76,575 	9,85,701 11,08,454 3,88,469 -3,084 1,250 8,52,700 28,81,700	21,176 7,96,786 15,89,944 1,51,911 3,870 10,57,704 23,41,694	8,94,874 18,72,010 1,56,665 4,940 9,81,761 24,58,341  488 1,000 1,256	70,553 1,54,134 10,821 55 61,607 1,83,477	1,413,690 4,225,627 3,400	1,576,762 7,287,485 397,562 1,500  \$65,031 3,035,334 5,900 31,030	814,500 10,478,240 171,600 3,901  649,450 2,877,810  111,250 10,050	15,278,018 35,200 18,700  543,000 2,321,000  1,500 1,709	23,973 9,201,204 2,200  218,490 1,446,986 	253,690,342 253,690 1,233,678	10,743,60a 105 215,003 118,090	18,932,657 300 99,250 882,450	9,963,352 51,950 2,263,639	17,500 9,12,121	5,00 24,23 9 8,330,37 10,01 102,61 2,636,46	0 27,85 3 5,655,35 0 40,60 71,96 1 108,95 6 5,169,74 
nee	52,445 7,900 4,68,641 9,34,648 7,52,402 7,150 8,37,572 5,75,777	3,804 4,63,747 11,62,800 9,64,210 14,935 3,93,641 11,72,963  624 1,094	2,349 5,39,019 14,50,709 7,15,544 2,355 2,30,900 12,33,905 812	12,45,250 6,79,778 5,03,363 19,76,575	9,35,701 11,08,454 3,08,469 3,084 1,250 8,02,700 28,81,700	21,170 7,96,786 15,89,944 1,51,911 3,870 10,57,704 23,41,694	8,94,874 18,72,010 1,58,685 4,940 9,81,781 24,58,341 488 1,000 1,256	70,563 1,64,184 10,821 55 61,602 1,83,477	\$46,000 1,465,000 4,255,027 5,460	1,576,762 7,887,483 997,562 1,500 865,031 3,033,334 5,960 31,036	814,500 10,478,240 171,600 3,801  649,450 2,877,810  11,250 10,050	15,978,018 SS,500 18,700  543,000 S,331,000  1,500 1,709	23,973 9,901,994 2,950  203,490 1,446,996  	15,690,342 288,600 1,233,578	10,743,60s 106 215,003 118,090 	18,932,657 300 99,250 882,450	9,963,352 51,253 52,263,659	17,500 9,12,123	5,00 24,23 8,230,27 10,00 102,63 12,638,46	0 27,85 3 5,555,35 0 40,55 71,96 1 108,95 6 5,169,74  14,11 33,00 118,46
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control of the control of the control of the control	\$2,445 7,900 4,88,951 9,34,948 7,150 8,37,872 6,75,777 1,386 1,574	3,807,47 11,62,900 9,64,907 14,955  3,98,611 11,72,965  624 1,094 	2,249 5,38,059 14,50,749 7,15,544 2,355 4,30,900 112,33,903 812	12,45,220 5,79,773 5,06,330 19,76,675	9.85,701 11,05,449 3,054,1 1,250 8,62,760 23,81,790  2,121 750	21,17 7,96,796 15,89,944 1,61,91 3,870 10,57,704 23,41,995	8,94,574 18,72,010 1,50,605 4,940 9,81,761 24,58,341 488 1,000 1,256	70,535 1,64,135 10,831 85 61,607 1,63,477	\$46,000 1,000 1,000 1,000 1,000 1,000 1,000	1,876,788 7,887,485 907,582 1,500 865,081 3,035,334 5,900 31,030	938 814,500 10,478,246 171,601 3,901  649,456 2,877,316  11,256	15,278,018 35,200 18,700 543,000 2,331,000 1,709	23,673 9,201,204 2,750  203,490 1,446,666  1	15,630,342 283,600 1,233,578	10,743,608 105 215,003 118,090	13,932,657 	9,963,352 51,256 2,263,689	12,694,606 17,500 9,12,121 10,500	5,00 24,23 9,530,27 10,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 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OF THE PROPERTY OF THE PROPERTY OF THE PROPERT	\$2,445, 7,960 4,88,941 9,34,048 7,72,160 7,71,100 5,77,572 5,73,777 5,73,777 4,747 4,875,283	3,807,47 11,62,900 9,64,907 14,955  3,98,611 11,72,965  624 1,094 	2,249 5,38,059 14,50,749 7,15,544 2,355 4,30,900 112,33,903 812	12,45,250 6,79,773 5,00,380 19,76,575	9.85,701 11,05,449 3,054,1 1,250 8,62,760 23,81,790  2,121 750	21,17 7,96,796 15,89,944 1,61,91 3,870 10,57,704 23,41,995	8,84,874 18,72,010 1,50,605 4,940 9,81,781 24,58,341 	70,535 1,64,135 10,831 85 61,607 1,63,477	\$46,000 1,000 1,000 1,000 1,000 1,000 1,000	1,876,788 7,887,485 907,582 1,500 865,081 3,035,334 5,900 31,030	938 814,500 10,478,246 171,601 3,901  649,456 2,877,316  11,256	15,278,018 35,200 18,700 543,000 2,331,000 1,709	23,673 9,201,204 2,750  203,490 1,446,666  1	15,630,342 283,600 1,233,578	10,743,606 106 215,003 118,090	13,932,657 	9,963,352 51,256 2,263,689	12,694,606 17,500 9,12,121 10,500	5,00 24,23 9,530,27 10,01 107,01 107,01 107,01 107,01 107,01 107,01 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DOO DOO DOO DOO DOO DOO DOO DOO DOO DOO	\$2,445 7,960 4,88,941 9,34,048 7,52,462 7,52,462 7,52,462 7,52,462 7,57,577 5,73,777 48,75,253	3,80,747 11,602,900 9,64,200 14,905 3,98,641 11,72,965 1,094 1,094	2,249 5,30,009 14,50,709 7,15,544 2,355 4,30,900 12,33,905 812	12,45,200 6,79,773 5,09,303 19,76,675 1,354	9,85,791 11,08,465 3,08,469 3,08,449 1,250 8,82,700 25,81,790 25,81,790 74,50,088	21,176 7,96,796 15,89,944 1,51,911 3,870 10,57,704 22,44,895	8,94,574 18,72,010 1,50,605 4,940 9,81,761 24,58,341 488 1,000 1,256	70,553 1,04,154 1,04,154 10,831 3 61,607 1,83,477 800	\$46,000 1,000 1,000 1,000 1,000 1,000 1,000	1,876,788 7,887,485 907,582 1,500 865,081 3,035,334 5,900 31,030	938 814,500 10,478,246 171,601 3,901  649,456 2,877,316  11,256	15,278,018 35,200 18,700 543,000 2,331,000 1,709	23,673 9,201,204 2,200  203,490 1,446,666  1	15,630,342 283,600 1,233,578	10,743,608 105 215,003 118,090	13,932,657 	9,963,352 51,256 2,263,689	12,694,606 17,500 9,12,121 10,500	5,00 24,23 9,530,27 10,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,01 107,	0 27,65 3 5,555,38 0 46,00 71,00 11 108,00 5,169,74 114,11 134,10 118,40 118,40



EXPORTS.
21, 1907-24, 1008.
5,131 51,635

EXPORTS.	2	4 C	45.5	- 174			<u> </u>	In	. CO.	TTON		RAW.		TURE.					
COUNTRIES TO WILL EXPORTED.	icit	1901-5. cwts.	1905-8. cwts.	1906-7. cwts.	1907-8. cwts.	1008-D. cvrts.	1909-10 cwts.	1910-11. ewts.	1911-12, owts,	1012-12, curts,	1000	ista (A. Cata	1014-15. curts.	1915-16. cwts.	1916-17. cwts.	1917-18. owts.	1918-19. cwts.	1919-20. Gwts.	1920-21. tons.
United Kingdon		310,51	\$23,727	451,718	422,001	352,613	\$10,800	690,222	418,012	300,515		255,911	107,110	833,628	823,106	1,137,450	276,100	155,585	27,16
Franco )	٠.	231,99	482,451	\$60,556	034,029	413,672	493,654	493,172	\$91,000	327,763	ž	21,000	558,978	205,457	270,900	100,435	26,435	201,579	0,500
Houg-Kons		157,39	177,250		93,797	101,268	111,514	01,550	42,016	78,703	. Ž	100,531	105,164	81,771	65,931	20,003	21,009	46,510	2,471
Treaty Port		13,84	12,400	48,714	31,103		235,770	81,910	49,000	118,000	-6	81,787	146,024	100,003	223,248	89,007	23,008	275,675	31,70
Lesopotamia	, ÷	- 1		-							3	- 1			***				
Kenya Colony			1	-		. 106,673	115,238	210,011	122.514		4	- 1		220,005			,		
Spain		128,69		189,312	157,983	100,000	25,860	19,003	8,500	86,850	1	368,933	521,001	2.030	231,677	18,413	2,450	151,619	13,073
Netherlands			201	21,455	42,747			10,000		21,630	ř	25,522	17,015		2,539			. 54,001	2,110
Denmark		8.50	9.131	0,600	7,000	10,578	7,194	5,624	8,122	6,683	1	- 1	0.850	8,243	6,850	15,310	11.616	10,000	680
Deylon		1,025,23			1,890,010		1,317,144	1,301,333	800,510	\$00,399	8	6'401	1,230,472	9,2,0			,	173,660	35,85
Germany		1,023,23	31,334,090		1,000	,,,	3,205	10	3,550	1,233	1	1,693,073	1,220,412	814	21	313			33,80
Straits Settlements	- 5	***	3				110			,,,,,,,	9	- 27			. **	. 313	- 46	1,607	
Russis Profite		4,59	7,038	12,700	14,930	543	4,851	5,019	***	3,511	3	97,827	\$1,681	937		42,011			
Mauritius & Perenden	elea :	13	333			89	157	197	171	176	2	180	163	150	131	42	1		
Indo-China, etc.		2,45			1	20,764		22,850	1,830		3	160		12,500	19,372	32,550	38,213	12,017	1,681
Siam -				1				5e		21	1	157	33	12,500	115	19	35,210	12,915	4,000
don & Deputitonales		14		104	101	111	141	10	181	88	8	310	101	80	200	012	100		
Sahrein Islands	1			1,015	651	645	416	1,755	8,899	1,156	8	2,013	\$32	203	147	587	294	1,100	
Belgium		017,87				800,883	1,074,665	1,003,855	774,403	864,334	3	1123,083	594,000			"		499,818	43,33
ther Feerin Countri		. 2		53	2	212	2	10			31	11			25		11	1	
CAtlan			l	l		8,301	41,632	30,951			1	. "	1				8,000	63,200	1,67
merica (U.S.)	. }-	1,00	230	5,130	3,000	8,001	1,	03,131	17,719	22,557	2	26,452	50,500	. 31,381	14,420	31,530			
Dorker in (Rbd Ben		.h .			817	1,010	178	550	26		11		- 1	- 1	i i	- 1		r 72	
Arkey in Red Sen Asia. Revant & E Persian G	lf	**	1 *	365	000	1,000		1		174	1	200	536	245		750	9	1,478	.2
Do. in Europe		4,000		2,217	6,003	-		350	-	- /	1	1.223	313						
ostrin		)* 458,27i	615,176	618,747	633,127	879,710	033,035	085,917	471,580	300,412	8	100	1		- 1				6,000)
tungary	-	458,231	610,116	989,740	ł	1		1			3	707,000	585,735		- 1			81,640	}
taly		627,28	803,818	873,419	1,090,508	810,616	935,502	1,095,779	680,271	583,688	1	\$15,270	1,353,992	1,124,100	100,301	\$53,203	410,788	554,254	38,01
annibar and Pemba		· 1 8	in	1,186	3,157	1,555	. 651	700	/8,079	8,841	3	420	4,931	128	5	705	311	20	
est African Protector			-							** .	11	l i	1		751			147	***
est Africa (Portugues	6)		***		72	2		425	- '	-1	1	200	619		210	22	2		***
Do. (German)		'							567	510	1	791	310		-	3		i	
gypt	į, -	500	1,330	2,028	655	. 928	8,310	. 730	. 200	28	1	3,570	810		- 1				
Iuskat Territory and Oman	Trucia	1)		l i				- 1			11	1	- 1		20				
rabin		2,260	1,181	2,442	1,460	401	179	1,349	2,001	2,000	1	-		40	20	247	٩	63	
ther Natire States in	Arabia		1					- 1			H	2,300	1,501	150	103		160	173	***
reece		ł			800	350		. 500	1,001	***	1		[		103	178	- 1	173	
weden		3,626	17,030	21,860	28,688	18,412	29,198	28,544	6,490	8,274	ı			22,116	- " .	***	- ""	4.532	460
ustralian oramonwer	1th + 2.2	4,115	4,737	7,582	7,497	- 8,8%	5,495	7,495	8,769	5,333	ľ	8,193	93,005		217	5.821	499	3,244	13
ew Zealand		- 16			. 80			18		100	1	5,838	631	2,000	21.7		251		
shrafel iji					-		-		72	18	1	95	14				***		
erwsy		1	598	535	192	581	307	2,897	·	175	4	3,666	0,250	4.003	6,234	- 1,811	1,263	1,560	
atal		15	. 1	127	10	. 16	110	1,024	880	454	1	503	10,200	192	1,056	1,124	11,068	40	
pan		1,500,505	2,230,860	1,728,068	2,244,641	2,223,165	3,274,162	2,852,100	3,514,051	3,591,768	ı	4,517,560	4,451,001	5,917,083	6,153,531	6,197,705	2,787,401	5,018,978	167,03
nyrna		1										4,517,700	- "		6,103,531		4,147,501	0,010,***	201,000
reis	***	90	72	170	111	28	15	211	201	159		281		28	***	148			
pe Golony	-	10	16	55	16	27	- 22	370	612	229	1	- 23	89	25			201	80	
dagustar											1	"		~					
alasmo										37	-	277	***						
ilippines			'		2,500		***		·		- 1	*11							
her British Possession	s	- 15	10	11	1		3	· · ·	0	2	- [	- 1			24			-	
tugal		, *					ese		281	1,050	- [	2.100	2,410	174			1	700	
itserland			: l							1	Ì	2,100	2,400	61,090		9.742		29,210	41
	- 1		- 1	- 1	- 1		1	\	_ 1	1	- 1	***	61,033	24,093	13,987	9,745	\	10,010	
gentine Republic																			
gentine Republic Total		5,657,743	7,389,534	7,400,600	8,502,024	0,798,411	8,903,012	8,698,490	7,859,853	7,377,512	ŀ		10,819,015	8,853,967	8,012,002	7,938,100	3,679,001	8,560,001	370,55

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411 . ----410 DEST, AND YARN. (ALL KINDS). EXPORTS COTTON. EXPORTS. 1913-14. 1014-15. 1018-10. Ilin. 1905-4. 1912-12, COUNTRIES TO WHICH 1501-5. 20.00 20.03 Serb-Croat Slovene State 153,000 \$0,60 25.00 0.000 31.40 48,400 25,200 118,400 135,00 611,20 331,00 153,000 10.000 107.66 96,315,274 DE,719,213 63,030,530 20,683,753 01,231,820 40,550.0 19,813,610 42,665,260 00,924,781 13,200,920 93 923 319 \$3,740,433 80,628,533 53,833,538 41,425,110 Hong Rong ... 67,633,10 110.021.050 97 017 510 65 555 S14 0.002,765 80,557,575 22,551,550 09,350,115 77,563,500 55,500,00 14,735,300 00,025,015 2,022,7 010.070 116,547,503 77,917,150 23,322.6 23,402,830 17,056,500 Prenty Ports 121,475.22 180,471,210 100,402,055 01.011.050 117,474,500 1,913,900 1,500,507 1,420,000 2,416,538 2,211,000 2.555.20 1.555.0 1,433,112 1,902,12 1,637,23 1,000,18 1,910,255 2,233.15 1,517,45 2.520.50 2 (0) 20 9 791 72 total & Departments 9,42 2,40 1.20 3,700 2.60 Other British Pessessions 1,410,095 5,910,203 4,583,586 4,493,584 4,555,650 4,750,570 4,780,200 4,561,850 4,775,631 3,800,00 2,610,26 4,000.7 3,281,00 2,093,178 1,678,485 Stmits Stttlements 0,900,15 6,499,009 5 276 165 0.203.255 5,166,24 122,453 33,200 116.055 123,600 22,666 51.000 0.00 31.20 120,200 197,760 8,990 Malta and Goro Operitor 103 037 10,000 124,00 10.00 19,500 28,40 200.0 522 Do 278.45 Sonmiani and Mekran ... 4.31 2 633 1.50 2.411 2,536 3,190 2.519 2.700 4.656 4,57 11,2 1.00 2.51 Mauritina & Dependencies 3,300 1,10 1,15 1,005 1.72 161 201,601 451,050 2,228,068 2,761,431 505,430 149,93 g 13 950 631,00 655,40 251,220 9,310 581,59 0,111,774 9 155 500 815.663 707 010 870,41 400,159 654.63 63,155 Detect Kingdom 312,663 252,600 149 915 107.009 359,580 257,753 233.11 233,790 111,15 200,613 277,31 318,375 220,270 222,015 253,535 178,500 267,503 212.31 Cerlon 102,95 237,03 70.96 42.85 114,430 1,625,600 253,50 11,70 50.00 Japan 32,410 Eanziter and Petales 41,060 62,933 27,079 41,650 321,600 50,100 30,000 41,500 37,710 51,750 23,300 73,21 23,600 68,435 40,31 65,381 12.884 Natel 40,00 47,50 61.00 35,00 03,90 Atrice-North 10.09 170.60 A1,100 140,833 127,133 100,721 \$3,580 \$3,500 45,000 22,160 91.00 17,20 57,140 001.580 93,068 Italian (East) Africa ... 51.172 \$5,90 19,311 19,917 17,211 27,303 15 910 17,810 13,656 0,400 9,707 21.174 19.9 Kenya Colony 101,00 61.245 61,93 19.2% 17,18 17.035 17,000 12,521 10,100 5,934 10,00 7,00 10,166 8,590 12,000 13,619 10.03 3.00 1,200 1,500 1.250 German (East) Africa ... 2,45 4,900 5.900 4.13 3,200 1,700 3,50 2,40 10,400 2,400 Portuguese (East) Africa 4.00 Prenth Somilland ... 47,800 86,000 15,500 83,00 27,000 27,00 German, South-West Africa 212,252 157,51 110,015 Muskat Territory and Trucial On 181,931 240.746 285.414 186.00 133.51 28,253 470,450 401,450 424,95 355,890 E81.500 457,293 371.47 532.85 Ambia 619 69 513.415 657.83 1,193,41 263,66 163,21 57,747 150 850 84.858 45.100 Other Native States in Arabia 1,031,100 035,000 832,730 Mesopotamia 8,40 12,00 12,400 Palestine ... Turkey in Asia— Lerent & Black Sea Red Sea Persian Gult 1,039,72 32,93 1,532,14 8,200 513,510 4,507,000 4,400 3,895,00 3.201.200 5,310,0 10,255,41 9,506,553 10,743,028 10,015,045 7,600,060 8439.501 7.539.863 1.90 49.833 Turkey, Asiatic 1,925,784 451,210 52,810 103,000 285,000 KY2 600 - 923 000 101.50 8.10 129.9 451,400 Do. in Europa 015,830 ca.cso 343,530 173,550 39,15 81,400 110,550 121,323 195,180 1,015,000 217,550 216,720 89,571 707,113 1,025,80 999,78 613,78 208,000 527.63 Java 201,90 124,635 25.17 71,300 3,491,46 4.008.301 8,005,483 4,092,500 2,957,695 ,00,000 1,653,900 1,525,500 5,647,000 7,213,63 8 231-101 4,701,33 7,213,31 Egypt 1,504,010 922 SA1 1.564.71 3,617,170 2,039,421 2.090.016 1.199.430 3.20 1,00 Angle-Egyptian Sudan Tunis 4,10 1,200 1.000 1.000 Tanganiyka Territory Abrasinia .... 222,700 101 93 45,390 701 550 17.90 2,500 00,00 Tripoli -----450.99 210.90 28,1 United States of America 107,60 413.10 \$03,41 789,00 1,757,311 1,185,56 1.227.000 293,10 304.520 497,000 546 500 556,000 100.000 187.0 290,35 224.40 513,020 828,000 1.107.5 1,172,50 Philippine Islands and Guam 20,00 100,07 .58,65 00,000 22,000 31,000 22,0 21,000 41.50 20.000 9.400 74.00 22,0 Colebes and other lelands 120 50 tion over 158,40 45,410 3,000 223,231 41,990 1,000 - 92 M 49 660 25.0 49 000 21,00 20,400 Other Countries in Asia 79,200 175,000 163.60 40,800 1,210 11,60 312:145 75,615 11,500 2.43 8.00 Negros 10,000 Italy 3,235,660 0.00 \$3,200 31,993 26,600 3.60 2,00 131,70 10,0 Henjam Islands 6,300 0.80 Persia 2,244,34 1,444,057 2,537,63 3,235,8 2,110,7 2,723,450 1,257,500 2,326,871 2,541,81 1,587. 1.574.45 1,800,000 1,707,750 2,578,510 5,431,740 2,425,70 1,130,811 3 193 25 9.658.1 2.514.095 Sumatra 14,00 20,0 Indo-China ---14.50 8.0 Austria-Hangary 220.0 07,350 414,80 9,411,001 544,500 330,815 143.272 17.5 91,000 25,415 Belgium ... 2,50 8,000 2,631,15 365,688 10,583 4,000 1.66 Netherlands 4.00 1.500 3,200 Switzerland ... 1.20 120 18,000 Madega 4,00 912 1,600 6,4 1.600 3.50 5.165.207 411.216 22,40 25,200 0.00 8.000 4,87 1,120 11,200 10.45 10.050 15,6 4,450 10,411 4.33 14/0 140,38 216.03 19,500 105,280 12,01 11,000 32.5Co 184.501 Bahrein Islands 1.199,80 1,690,330 2,150,500 143.18 123,000 150 500 151,300 235,313 301,2 339,70 127,80 99,10 114,80 170,10 261,15 205,500 26.50 20,000 135,200 10.5 \$1,60 8 900 . . . . . 2.00 Other Foreign Co 6.10 Other Countries 1,00 2,400 9,90 2.4 810 Greece 19,40 15,211 12.93 6.00 2.00 chile 03.90 \$3,120 71.00 40.00 145,500 Argentine Republic 0.0 4.10 247,654,797 297,634,314 243,616,637 235,635,708 235,469,689 27,854,485 183,425,046 157,458,81 203,961,557 197,678,265 155,019,273 199,231,736 193,090,000 121,797,918 63,797,000 151,970,079 80,035,020 81,033,401 56,963,400

XPORTS.	ni.	- 7			1	co	TTON	PIECE	GOOD:
Countries to which		1901-5. 3mrds.	1903-6. yards.	1906-7. yards,	Specie.	1908-8, 3'srds,	1909-10 yards	1900-11, yards,	1911-12. yards,
Gibraltar					_			1	
Bolenria					-			1	1 -
Samuliland (British)		12.00		59 48,00			1		
Straits Settlements		1,613,04				0 2008	458.0	ed - M1 e	038.6
		,,	7 .,,.						(40,8)
2.5									
The same same		f							4444
United Kingdom									.,,
									740
		4	9		1	"	80 3,1	60 . 0	9 0
Mesepetamia									
Greece									
Syrin									2
Bahrein Islands				301,53			1,044,0	35 1,218,90	2 1,275,71
Sonmiani and Mikma			174,80			305,5	13		
China- Hong-Kong	-		2,000,17						40,50
Treaty Poets		. 10,001,028	11,223,85	\$10,62	831,3	3,336,0	5,210,0	1,777,25	133,82
Zantibar and Pemba					1,640,80	2 500,6	1,205,6	1,224,17	1,124,09
Abgasinia									178,85
Maldires		14,266			8,68	d		xo 80	k
Mauritius & Dependenties		741,351	451,72	0 938.59	911.53	1,495,11	a 1.503.0	1,422.84	1,437,82
Sism		518,307	1,100,58	2,172,50	1,051,48	3 1,701.90	1,889.6	1,649,45	1,511,10
Turkey in Europe		108,550							
Do. in Asia Levant & Black Red Son Persian Gulf	k Sea		4,337,30	1	7,931,62			18,873,70	
Nusalind				l			1	1 -	
Africa (British (East)	-)	7 557 570	6,810,551		2,0%0,00	2,010,63	2,564,73	2,556,200 6 5,750,300	3,005,59
Portugueso , French Somaliland	}	9,121,579 4,475,590	6,810,551 2,756,721 5,733,760	0,118,719	4,856,11	4,831,61	8,877,60 6,418,64	5,350,38	3,638,5
East Africa—Italian Muskat Territory and Trucial C	·	0,673,590	3,510,561	1,671,700		1 .,,	1,477,06	.,,	283,14
Arabia			***						***
Other Native States in Arabia	•••	1,600,573	2,413,471		423,735	289,81	613,31	1 790,000	1,771,93
Australian Commonwealth	***					-	***	-	
	***	76,816	250,000	343,900	1,524	18,11	3,51		
	***	-							6,64
Sermany				10,559					
Hanjam Island	-					***			
rance				I	-				
erpt		1,163,711	1,739,550	2,003,550	1,507,872	2,214,00	1,751,21	1,905,631	1,951,98
							-		
eychelles				-	65,500	8,280	18,10		67,855
sdagssear	-::	21,100	1,000	16,702		16,468	41,500	4,000	22,500
atal		20,484	25,452	11,650	40,913	71,076	78,941	109,544	31,12
						***			
		76,922	63,128	\$9,800	15,800	1,900		17,000	/
hitish Guiana Milippints							7,500		
		65,355	302,330	182,755	47,579	23,833		l l	
teonion	"		[		/			9,670	10,000
			[		•1		6,550	11,000	12,321
inglo-Egyptian Sudan		1	1				*,***	-7,000	,.,.
New Zenland			- !	1,900	_	(			
Other British Possessons	~				3,750	2.430		1.	
Kenya Colony	-			(		2,400			110
TOTAL	_  -			1					
		52,869,663	55,922,612	42,218,829 3	,433,000	63,572,679	52,926,678	56,37P,644	37,907,723

		413

GREY,	UNBIA	EAOHEI	. (A	LL KIN	DS).					E	CPORTS.
211-11. pards.	1012-14. yards.	1914-15. yards.	1915-16, yarılı.	1916-17. yards.	1917-18. yards,	1918-19. Jurds,	1919-20, yards,	1920-21. purds.	1501-50, yards,	192/23. Jards.	1923-21. 3urds.
***	l	l		-		***			***		. 302
				15.770	123,700				***		25,000
	871,321	200,200	745.511		1		4,500			19,200	
895,570	3,656,531			1,911,158	2,792,530		8,850,501	1,002,782	209,590	292,941	401,436
3,752,490				18,512,192	,,,,,,			2,814,281	1,411,300	2,710,589	2,001,591
210,860	260,425	353,912	485,668	309,007	491,435	100,727	327,876	301,578	137,232	165,210	483,000
0,005,517	5,368,607	8,619,532	8,819,532 10,839,079 18,4 97 40 30		16,137,970	11,402,270	10,037,685	12,613,881	3,229,039	2,220,613	2,414,910
271	977							16,836	625	2,810	400
	1,990	40								100	
				1					1,092,190	5,765,612	9,617,500
											5,100
1									161,000		200,200
949,765	511,826	622,815	1,019,160	3,605,109	1,571,715	029,212	827.651	309,570	363,220	681,010	427,206
,										0.00	****
19,720	141,720	92,100	40,750	30,000	1.200	20,900	19,500	60,012	l ""	1,213	2,200
55,160	095,620	36,210	256,220	210,400	11,500	20,000	251,500	44	7,500	1,010	
	435,100	335,090	874.547	5.653,136	9.192.550	1.129.256	2,731,108	2.418.781			
500,372	. 1	339,700		.,,	-,,,	-,,,,,,,,			1,457,656	2,252,260	1,701,01
		***					4,000	1,000			
,717,552	1,111,906	1,751,442	2,535,560	2,012,750	2,479,960	2,177,020	851,720	1,178,428	761,001	830,400	582,01
122,430	2,123,970	1,581,939	2,186,919	3,714,197	3,318,450	812,333	4,437,891	2,225,820	1,687,566	691,007	131,95
							239,800	68,500			
	10,520,444	8,671,740	f 75 m		0.000.000	e775 ann	15,000	15,000			
(223,259)	10,220,777	0,011,140	(11,333 0,306,931	3,731,560	8,103,317	233,000 10,535,167	1,025,610	430,584 6,342,363	=		
						87,137					
317,897	2,980,470	2,611,510 2,458,168 4,266,045 743,510	3,653,718	10,675,550	4,580,900	3,517,982					
\$41,873 643,657	5,590,390 4,501,400	4,206,045	5,000,708	7,075,876	185,180 3,463,976	4,000,022	1,228,126	2,841,950 3,267,946	3,293,019	5,558,015	0,053,00
88,560	1,835,490				740,370	2,176,232	435,790		100	***	
860,233	487,550	202,000	2,230,490	4,479,610	1,813.010	258,775	684,520	1,301,863	472,630	241,022	745,70
	- 1		1,160,185	1,417,631	1,180,140	1,250,122	933,306	668,255	892,735	539,152	414,50
142,733	830,153	990,055									100
			213,818	.2.010.011	510,330	183,760	835,910	282,590	242,521	273,466	201,80
					141,120	50,611		10,560	93,071	18,158	
11,051	1,800	2,410	3,550	1,680				2,500	12,494	3,000	2,50
				3,800	12,900						
- 1	17 950										
-	1,503,050							2,000,152		49,833	
,041,663	1,900,000	895,155	3,921,036	7,783,610	9,216,172	1,331,501	10,926,883		72,000		234,70
						16,900	9,600	231			
43,650	7,178	18,503	63,436	17 3,210	55,300	7,300	131,710	127,020	58,700	41,000	
4,000	15,700		76-150	814,880	374,764	168 387	39,600	10,430			. 80
31,070	14,012	14,912	47,750	522,576	734,107	810,537	259,100	\$2,150	493,200	50,721	142,21
									1,935,106	2,312,235	2,780,10
					187,464	0,828		60,850	4,231	860	1 10
								7,500		1	
_											
I				123.500		228,830	80,500	28,500	225		
85,606				,							
	4,612	7,758	77,807	165,850	441,373	182,072	1,465,550	206,100	11,400	- 80,002	54,40
:					-				1,420,880	1,823,080	1,000,855
**								`			***
1,022	8,100	2,200	12,748	3,013	1,000		474		"		***
•••							7,984,061	0,071,005	.4,142,202	4,512,775	2,910,820
										10000	

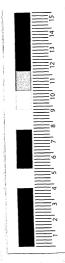


COTTON PIECE-GOODS COLOURED, PRINTED OR DYED. (ALL KINDS)

Ex	PORTS.		,					COTTON	PIECE	GOODS	1	COLOURE	D, PRINT	ED OR D	YED. (A	LL KINDS	).				1	Exports
_	COUNTRIES TO WHICH EXPORTED.	1904-5. yards,	1905-6. yards.	1906-7. yards.	1907-8. yards.	1908-9. yards.	1909-10. yards.	1910-11. yards.	1911-12. yards.	1912-13. yards,		1913-14. yards.	1914-15. yards.	1915-16. yards.	1916-17. yards.	1917-18, yards.	1918-19. yards.	1919-20. yards.	1920-21. yards,	1921-22. yards.	1922-23. yards.	1923-24. yarda.
-	Netherlands Fiji Islands		:::		2.784	160	· =		20,066	17,254		12,444	13,385	2,559	8,042	 8,668	975	:::	14,722	4,000 34,163	10,706	20,467
	New Zealand Somaliland Protectorate	15,149	32,177 8,559,743	12,620 7,659,044	8.035.546	9.191,788	10,078,770	9.935,743	8,471,529	9,318,390		8,811,720	6,339,918		10,055,265	39,200 10 505 097	11.853,281	17,480,315	30,000 14,420,636	200 2,600 17,921,700	3,200 16,648,938	15,573,810
	Coylon Germany	8,168,604 33 10,829,407			9,951,111	1,580 9,002,891	552 10,301,614	11,952,329	345 12,263,343	140		4,077 17,041,687	33			14,899,135	17,207,238	19,682,441	18,917,025	19,832,067	21,582,432	22,935,643
	Straits Settlements Muskat Territory and Trucial Oman	10,040,101												663,252	1,808,208	2,549,668	2,111,726	2,656,481	2,483,480	2,333,543	3,481,447	2,917,049
	Other Native States in Arabia				225	330,010	1.013,585	823,733	2,027,901		- 1	814,489	597,197	1,004,884	4,059,294	3,198,605	1,079,759	3,885,443	917,560	6,392,494	5,230 006	3,506,848
	Arabia Syria	939,489		1,062,591 2,821,148	529,891 3.210,386	1,911,190	2.189,832	2,707,051	3,469,760	1,437,037 2,402,473		1,901,854	1.828,162	2,472,914	4.984.400	2.461.061	3.987,219	4.154.368	4,623,098	239,160 5,106,203	543,660 4,077,118	2,016,694 3,769,409
	Aden & Dependencies United Kingdom Austria-Hungary	2,185,749 24,158		100,563	122,157	235,831	131,893 1,513	279,594 221	306,085	217,850		102,951	84,031	152,000	7,142	81,151	158,862	134,677	110,522	10,442	26,402	55,006
	Mekran and Sonmiani	1,125,244	818,659	551,003	171,043	388,890				,:::	4			. :::	:::	:::	:::	:::	:: •	34,061,110	27,005,825	30,864,575
	Turkey Levant and Black Sea in Asia Red Sea Persian Gulf	1,159,746	1,256,086	1,770,471	2,241,039	2,454,902	2,924,054	3,929,432	2,405,023	2,553,614		2,589,264	921,528	104,476 7,189,918	247,361 13,842,110	1,931,239 17,682,449	1,745,501 17,276,719	533,940 1,978,945 30,505,596	336,640 1,410,872 20,730 666			280
	Gibraltar Indo-China	-	19,800	57,500	35,732	98,900	413,375	135,250	159,600	231,500		3,686	41,100		=	360	2,660	2,953 1,689,930	2.112.259	2,045,424	1,035	1,832
	U. S. A   Atlantic	530	1,742				2,500	4,000	. 300	14,944		621			5,440			14,352	17,830 4,380	834	4,000	2,821
	Turkey in Europe Tanganyika Territory	-		:::	10,000	22	4,613,069	11,710		:::		4,840	1,300							2,081,037		
	Persia (British )	270,593		450,405 847,935	522,649 299,768	2,387,960	275,650	3,359,453 533,618	807,747	2,095,847		3,711,023 1.758,124	2,853,304 744,674	8,248,668 2,383,153		1,145,070	21,297,364 2.017.213	28,405,504	15,470,968	28,602,755	24,785,130	24,343,507
	East Africa Portuguese French Somali-	263,958 292,709	473,945 482,217	403,744 449,280	350,266 471,133	557,866 574,726	1,077,653 635,892	1,109,967 793,209	661,216	742,037 681,722 12,000		744,266 573,977 76,627	376,642 357,535 74,725	428,156 2,040	2,000 1,111,215 		310,275 931,265 156,499		998,390 1,210,620	3,194,560 980		
	East Africa-Italian Egypt	404,957 270,903		171,647 640,916	346,676 759,626	164,198 685,880	393,948 631,374	354,961 843,130 9,780	436,502 686,932 100,710	355,669 727,983	100	424,642 905,317	415,611 345,642	536,160 980,410	382,134 1,058,544	126,911 2,024,072	20,228 884,517	45,700 1,921,814	248,805 2,616,677	665,96: 343,13:	1,131,73	
	Sumatra Java	4,868 846,920	 125 882,132	8,937 836,170	647,562	691,059	1,176,670	1,998,002	9,790	332,640 45,794 2,418,752		404,523 53,660 2,784,440	572,539 133,596 2,353,200	1,479,915 194,142 2,410,583	230,591	1,357,020 458,302 1,777,680	342,900 357,266 324,013	367,960 326,830 912,047	72,820 508,396 449,320	65,16 320,86 1,204,80	158,44	961,614
	Maldives	5,600 361,542	6,000	12,600)	8,950 308,368	1,500 445,719	2,120 537,483	6,125 803,048	10,101	13,420 534,078		6,612	17,520 592,031	43,729 1,501,007	3,500	27,900 834,826	19,938 3,139,005	6,563	5,200	1,360 00	6,40 2,233,12	0 7,150 3 1,366,081
	Australian Commonwealth France	1.262	1,920 4,950	16,349	50,450 11,414	55,739	54,068 14,446 223,618	64,473	M	50	1 34	71,464	56,084	68,028	84,390	32,140	259,908	25,215 1,257,780	30,313 108,341	77,07 22,98	23.55	0 61,300
	Natal Other British Posses	260,459	267,283	144,132 3.008	192,146	351,369	500	196,491	1	99,665		72,933 6,000	41,941	109,367	661,580 3,600		4,475,512		3,067,157	3,039,16		8 1,408,598
	Philippines Réunion	5,449,076		5,032,179	3,987,800	3,087,233	1,649,894	616,308	292,44	39,451		9,500	· :::	102	467.341		846.480	38.300	349,305			
	Madagasear Anglo-Egyptian Sudan	24,130	1,000	24,181	15,345	5,700	20,730	27,000	7,92	10,237		18,650	1,880	112,200	881,302		37,251	3,840	31,180	1,578,73		6 1,722,834
	Cape Colony China—{Hong-Kong Treaty Ports	7,495		453,575 36,120	571,828 571,665	734,741 11,271	674,202 855	345,670 12,420	272,500 78,200	66,318		153,014	457 13,165	9,100 2,400	21,498	35,854		80	292	60		0 . 1,080
	Cape of Good Hope Other Foreign Coun-	17,500	160,858	36,120	5/1,000					210,201		56,200	33,932	98,283	19,461	63,578	::	328,717	87,609 19,840	14.83 72,72		3 54,653 0 19,588
	tries British Guiana	250	1,919	3,080 6,352	1,432				17,79	710	1 1	66	429		100	120		. 200	365	20	24	216
	Bahrein Islands Zanzibar and Pemba			461,405	220,246 211,187	111,60	277,599	222,338	3 293,98	154,510	1 1	188,778 247,810	439,017 133,580	1,358,949 313,836	3,210,501 1,331,150	3,599,318 584,763	1,747,288 356,100	2,811,274 399,499	1,640,340 960,750		6 4,383,04	3 984,197 1,587,225
	Seychelles Federated Malay States	=		:::	926,591	82,960	179,436	355,482	498,52	170,000		276,105 717,882	211,250 168,431	302,340 677,511	481,830 646,863	129,465 683,654	61.860 379,586	327,618	392,800	383.96 151,66	610,758 295,416	706,066 456,898
.j	Tunis British Borneo West Indies (French)			-::	::						Ħ	3,140			2,304						10,224	***
	Transvaal Henjam Island	-	=		·		-		1	1 :::	1	::			2,304	164,160 50,830		=	= /		5,760	38,100
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	TOTAL	34,460,075	35.760,027	34,231,235	34,320,079	34,177,736	40,842,943	42,966,306	40,998,10	42,075,77		45,038,178				110,638,802	93 397.420	119,591,523		135,730,328	124,775,211	129,967,655
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416 EXPORTS. COUNTRIES TO WHICH EXPORTED. 5,100,390 6,293,340 6,837,596 5,410,670 6,604,882 5,632,010 4,694,493 6,915,2 1,925,628 2,011,031 2,035,570 1,031,453 3,336,040 1,425,615 1,257,133 1,007,8 1,296,411 1,673,174 1,633,107 1,746,374 1,843,200 1,960,283 1,418,630 7,187 3,571 2,702,683 2,024,650 3,450,790 2,937,022 3,030,237 10,178 9,755 83,013 2,714 Trenty Ports 14,524 7,499 6,871 3,619 4,613 f07,116 t,001,035 799,181 872,523 763,900 545,000 652,653 459,503 90,251 613,008 231,497 277,276 311,560 339,423 431,854 332,120 163,592 147,210 77,247 120,031 95,731 101,413 41,639 31,672 820,00 1 33,054 38,098 32,417 137,128 27,616 32,161 39,002 135,314 63,909 Adm & Dependencies New Zenland ... 1,093 5,353 6,403 10,358 10,603 3,507 2,837 18,642 8,925 ---1,780 12,413 4,035 5,357 Turkey in Europ ••• ... Switzerfand ... 12,875,812 14,450,607 15,970,478 14,1,097 17,879,960 14,009,363 12,732,400 16,263,008

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•			Raw(	EXCLUDIN	G TASSA	R MUNGA	, Eri an	D OTHE	R WILD	SILK.)			F	X PORTS.
			1972-13L Box	1913-14, Res,	1914-15, lbs.	1515-16. Ilis.	1916-17. Its.	1917-18. Res.	1918-10. Ro.	1919-20. Iles.	1800-21, Doc.	1921-22. Hrs.	1922-23. Hes.	1923-21, lies,
			11.21 300,40	19,299 110,010	\$5,210 27,192	89,680 39,402 1,785	36,297 177,012 5,337	112,500	101,15% 172,653 10,850	52,611 109,619 19,902	29,135 65,616 13,766 645	46,19 41,57 3,57 1,10	(9.56 81.21 13.31 1,91	91,800 29,670 10,650
				240	Ξ	1,350	5,537	=	750	10,002	911	1,10	1,91	1,953
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		7	a		210	100	10.		5,125 103	=	1,500	900	:::	282
			392,01	100,550	82,712	120,104	214,638	191,515	230,050	179,671		96,603	173,100	100,001
				or Was	STE AND	Cocoons.	+							X PORTS.
			1913-11, lbs,	191 i-15, Hes.	1915-16. Has,	1916-17. lbe.	1917-18, lbo,	1918-19 lbs.	1019-21 Hes,	0. 100	7-21. 1 les. 1	921-22, Ibe.	1922-23. The.	1663 St. Iba.
			257,00 571,12 128,02	212,120 100,667 90,971	215,619 851,678 6,670	917,60 1,039,11 23,70	995,65 318,78		200 201, 701 804, 700 62,	.117 .555 .510	211,936 031,674 100,117	159,371 731,361 125,535	163,819 770,530 131,460	131,321 815,091 415,688
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1,012,526 433,570 1,137,635 \* From 1998—1999, 663,609 1,231,610 1,033,725 1,056,717

		422												- 4	123					
xports.								SILK	MECE	GOOD	s.								Es	PORTS.
COUNTRIES TO WHICH EXPORTSD.	1601-5. yards.	1905-6. yards,	1901-7. yards.	1907-3. yards.	mese mese	1909-10, yands,	1910-11. 7*rds.	1011-12.	1912-13. yards.	1913-16. Fards.	1914-15, yards,	1915-14. yurds.	1016-17. yards.	1917-18. yards.	1913-10. yards,	1919-20, yards,	1929-21. yards,	1831-22. Jarda.	1922-23. yards.	1933-24. yards.
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#26 WHEAT

| Construction | 1964. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 1965. | 19

Con	NTRIES T	o which		1904-5. ewts.	1903-6. cwts.	1906-7. cwts.	1907-8. cwts.	1908-9. cwts.	1900-10. cwts.	1910-11. cwts.	1011-12, cwts,
United Liv	nlow			95 855.77	14,183,30	3 14,010,524	15,430,609	2,070,539	17,709,918	20,829,700	20,655,1
Mauritius a:		dencies	- 2	6,41	7.81	6,431	1,137	800	178	23	
France .				3,423,37		101,122	318,186	8,018	551,362	2,811,031	1,455,3
Cerlen				80		2,000	724	510	813	2,505	0:
Aden and D	enendene		- 1	32,50	25.10	23,360	22,815	11,385	12,818	10,500	P,41
Madamscar	epenaeus.		- 1		1			,		1	
Straits Sottle				14.43	9,19	7,989	2,191	1,004	2,200	2.700	3,2
Réunion					7	1 1,000					3,2,
Java						1					
Persia	***			12.61			9.598	11,822	25,230	5 895	- :::
Mekran and	Conneten		. :	3.77			1,532	1.078		0,000	20,
Maklives					1 *	1		.,			
Gibraltar				***	48.01						
Austria-Hunj		***	. "					.75"			***
Other British		***		-							
Malta, and G		ms,.	***	61	7		40	- 41	. 88	25	. 7
		***	771	***				`		··· ,	
Somaliland P		te		353	46	150	25				
Natal	•••	***									
Juited States		ica		50,050					2,000		
fansibar and			- 77	··· .			4,724	3,612	4,021	5,010	4,87
net (Bri	tish		il.	7,237	6,425 1,219	5,788 1,376	8,058 1,485	2,467 1,783	3,031	8,070	3,49
frica- Por	man tuguese ian	5	=	178	182	138	181	338	311	327	38
taly	Ç.,		7	23,400	60,002	2					***
		rritory s non & Otl tes in Ara	nd	102,590	39,983	43,555	13,430	1,552	192,445 34,180	74,510 16,500	31,451
	ativeSta	tes in Ara	lia S				. 1	21,110			
elgium	***	***	***	7,558,857	1,150,611	780,774	1,408,851	.,	2,414,477	1,196,749	3,714,849
npe Colony		***	777	54,008	14	17		[	1		***
weden	•••	•••		74,320	172,760	194,900	79,704		***	171,900	232,630
ermany		*** ***		1,165,533	38,052	51.234	13,702		165,740	116,760	379,505
ustralian Cor		lth	***				1				***
ne of Good	Hope			•••							
gypt		nt &Black	k Sen	202,461	54,256	20,048	. 231	956	438	4,792	290,145
irkey in Asin		ns æBisci Ses isn Gulf	Sen	3.058	150	3,081	9,076	36,610	72,418	49,168	2,108
therlands				371,234	180,801				48,000		61,000
mmark				150,000			·		·		
sopotamia			4								
etugal							:				
nin			1	531,816	826,417	47,376	1				
mya Colony		-									
lurein Island	ls		i			916	2,103	8,076	22,002	2,670	1,357
est Indies (H			1					3,070	23,102	- 1	1,750
										850	
Hong				71,885	21,451	15,717	287,024				1,213
	y Ports			4,619	1,600		201,024	13,483	15,830	14,167	20,028
d'ssinfa .	, , , , , ,			13	7,759	3,010	. 7				3,581
oteia .	. 1			."	1,135	3,010	1	- "	52	***	- 1
mena .	海绵 医生体	-		15.683	61.013			***			
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rn Lond				- 1							
rm Leone nganyika Ter ser Yorsign C	ritory					79	"				12

											Ex	PORTS.
Ī	1919-13. ewtk.	1913-14. cwts.	1014-15. curts.	1915-10, Owts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. tons.	1020-21. toms.	1921-22, tons,	1923-23, tons,	1923-24. tons.
2	3,701,912 27	15,074,023	12,012,500	12,102,716	8,211,461	1,465,945	133,201	61	85,007	29,558	191,573	402,298
t	2,707,214	3,219,602	1,016,411		3,190,077	100			***			
ŀ	790	3,210,002	1,010,511	251,713		3,539,102		1 1	19,811		4,865	63,574
T				1,000	873	519	20	285	1	1	27	29
Т	13,193	14,856	.14,231	-4,703	5,252	3,283	2,225	2,782	199	168	100	166
1			777	77	***				* ** . *		2.50	
1	3,950	5,050	2,792	.,	4,249	. 2,563	2,910	1,368	118	183	168	173
ı	***		***					1				341
1	1924								***			
1	5,420	14,745	2,310	581	33,619	251,931	41,432	24,539	101	1,774	25	131
ı	-										7	
1											1	
1				258,630					- 44			
ı					72.	100.			j			
1	276	148	91	. 61	106	85			2		8	3
1		'	105,000	25,000	185,600	114,400					220	:
1								103	1	200		
j.	.			2,011	20,023					2.44.2		2,371
1		[									· ·	·
L	5,256	5,774	6,000	4,616	6,173	4,150	4,035	4,575	277	321	192	216
ı	4,251 3,495		4,501	2,113	3,513	2,570 1,014	59	*131				
1	3,495	4,353 3,374 969	1,407	:::	590	. 7	135	15		Ξ.		18
ı					156	10,017	2,052		, î	***	"	
1	2,041,930	775,232		20,000	2,599,517	3,005,003	528,281		13,000	10,057	4,000	28,151
ŀ	08,380		21,077	\$ 31,810	50,581	05,840 188,984	21,559	21,799	785 918	697	:: 1,369 229	2,024
П	03,350	77,758	21,011	\$ 6,943	37,059	188,984	3,584	2,536	918	2,213	227	1,000
1	9,680,590	2,785,457	555,000						23,171	6,130	11,615	33,441
1	499			61,301	181;334	10,000		1			-1-1	
1	\$63,635	217,378	100,076							5,410	10 may 1	
1	457,725	501,500	46,786						27,700	13,125	150	. 30
1				100,100	3							
1	100				227				1.2		3,378	
1	55,541	83,421	76,316	57	231,593	18,410,678	8,105,417		00,858			370
l	1,119	113,605	63,834	\$	39,831	18,233	12,470	49,483	1,708		·	
I		110,003	00,004	11,350	116,924	319,031	53,254	4,315	1.574			
1	63,100	19,200		112,850					14,814	7,190	500	1,650
1	20,000	211,610		44					12.		11.0	
1	100	8,000		,	·**.	610,202	89,310			903		in .
П	1200			]					1		- 1	
1		196,614	28,000									- 1
1	21					1			1	1. Sec. 1	91	84
1	9,173	36,813	10,619	8,903	59,660	65,656	24,242	49,135	1,453	1;593	015	1,10
1		,,,,,,								Acres.		
1	1,059	1.412	985	491	562	582	210	935	8	12		1
1	22,833	23,859	27,801	10,752	10,279	9,302	8,163	15,063	653	485	623	65
1		: ]		10,752		6,102	0,100	10,000		and and	Jan Si	
1				1				1"	I i			
1	- J								-70			
1	77	36,000		**			1.5	1155	-! "	- in		١
1	8,863	4,015	207		7 7 13	- 70	1				1	( · '
1	111					837,870	· · · · · · ·			- reality to con-		
4											4	1 .
-31												
	t t	110	192	13,057,573	9	11	21	45	237,00	80.50		639.23

429 IN THE HUSK. EXPORTS. RICE Exports. 1912-13. 1913-14. cuts. cuts. 1914-15. 1915-16. 1916-17. ewis, ewis, ewis. 1923-94-NIRIES TO WHICH EXPORTED. 1904-3. 29.374 649,165 593,321 469,653 552,851 1,015,896 504,201 702,090 676,405 35,258 36,630 37,207 825,975 654,640 549,059 808,911 678,02 600,816 1,500 518 1,030 262,146 37 3,779 1,642 416,576 349 2,150 661 ... ٠... 1.723 ... 2.003 ••• 1,314 \*\*\* ... ... ... ... ... 21,97 6,000 ... 10,000 ... ... West ... ... 1,623 514 ... ... ... ... ••• Italy ••• ... Egyp ... ... .... ... Natal ... Persia. 2.00 10.08 Japan ... ... ... ••• ... ... Spain ... ... ... ... ••• 191 277 35,260 39,018 37,33 29,536 988,883 600,727 471,770 552,450 1,016,165 504,467 703,598 676,503 613,075 829,745 655,132 653,169 577,699 809,910 693,894 1405,965

OF IN THE HUSK. (ALL KINDS). EXPORTS. RICE 1915-16. cwts. COUNTRIES TO WHICH EXPORTED. 1905-6. cwts. 1907-8. 1908-9. curts. 1106-7. cwts. 1010-11. 1911-12 cwts, Rhodssin
Soritersland
Sorjethland
Sorjethland
Sorjeth
Verited Kingdom
Corjet
Marittus and Dependencies
Persis 3,478,583 5,976,589 1,207,412 71,310 3,037,19 5,122,79: 937,846 114,005 West Indies-221,078 278,500 113,300 81,050 75,011 78,101 185,500 4,658,621 478 816,472 2,900,111 612,552 8,375 222,616 18,412 311,316 3,721,078 5,414,510 180,298 437,127 5,545,635 74,790 22,636 344,263 4,011 4,481,190 71,137 381,078 6,183,925 102,021 13,838 168,357 10,156 rails Stillements 3,013,410 4,062,411 7,313,957 376,055 900,638 6,619,079 634,281 14,050 464,673 3,728 51 216,794 6,669,851 297,651 13,453 550,937 4,058 19,353 19,353 4,019 3,602 27,972 7,681 50,613 8,019 1,515 21,207 20,251 2,816 26,501 1,114 1,831,346 14,009 21,106 San Mekran and Sonmiani 297] 818,206 451 4,619 117,322 1,077,081 510,010 1,317,350 1,667,274 1,415,109 1,033 1.690.182 1,601,108 1,621,100 852,515 333,012 028,335 135,644 313,019 350,000 625,230 656,554 1,583,133 18,749 3,875 1,331,008 859,013 123,537 11,52 4,02 27,541 11,500 90,397 4,521,015 863,985 118,000 1,320,328 110,202 7,072 2,513,423 725,215 3,713,714 641,934 6,671,612 432,760 3,159,68 1,029,58 4,124,391 4,069,311 81,050 45,105 162,085 80,248 1,578,405 1,074,481 110,107 253,110 291,783 51,429 9,577,259 103,958 399,170 3,961,615 32,497 22,777 411,033 40,000 200,143 2,451,767 65,400 20,841 6,593,531 2,601 1,894,191 2,413,632 91,603 227,913 2,663,630 120,608 336,333 3,158,332 191,863 35,903 261,856 148,392 1,081,893 1,708,749 323,590 49,253 530,428 151,690 653 \$50,353 \$50,001 4,814,639 18,741 1,125,569 1,514,971 China Hong-Kong 201,007 473,108 1,232,348 Loren (Tremo and Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren Loren L 5,102,193 3,383,030 377,272 45,694 530,057 115,098 173,614 4,907 353,121 378,235 473,007 431,000 410,535 ,039,377 147,772 221,691 329,822 232,397 173,414 12,489 331,776 407,376 Nata! Oel Nata! .... Brazil .... Chili: Bratish Guiana... Peru 539,612 381,838 238,973 82,557 330,793 260,527 435,463 390,164 75,213 175,012 £0,017 ... 8,113 111,062 091 87,513 . 31,584 39 Arabla ((Muskat &c., &c.) Other native states) 439,271 2,253 2,253 5,029 -499 6,517 507,011 1,107,733 1,003,257 619,545 376,990 514,457 505,852 410,450 2,935 189,850 827,920 402,298 300,405 116 259,996 18,837 333,310 156,617 18,002 112,502 115,095 40,078 55,511 140,385 33,343 122,678 40,026 171,337 56,466 206,307 20,039 ... 291 12,660 16,472 14,870 10,390 3,084 45 226,852 10,083 5,793 ...7,587 7,530 99,010 19,000 29,010 103 145,000 275,051 58,217 51,900 293 71,633 22,549 100,901 80,025 617,115 148,751 16 496 251,953 190,397 114,437 91,694 162,000 91,669 183,977 107,035 233,550 127,433 39,898 118,517 31,579 1,921 319,135 206,574 181 176,281 496,182 218,707 31,209 900,837 215,636 121,033 118,230 88,952 119,723 26,719 492,631 134,179 162,542 280,535 1,551 108,896 138,630 192,061 127,776 183,151 153,123 54,183 137,177 203,582 161,819 36,210 115,958 270,498 197,957 38,897 102,613 85,441 117,210 20,830 561,911 12,065 136,374 433,207 119,219 197,245 118,783 187,811 132,128 East Africa 57,361 202,763 507,610 31,031 20,778 153,990 191,027 73,014 171,001 113,363 149,030 8,325 144,971 176,599 310,390 100,000 87,465 251,930 78,016 350,316 291,430 62,528 425,953 311,091 190,000 8,242 407,376 312,455 521,371 10,333 611,537 601,016 107,211 215,030 57,011 Rotmania Swelen Philopines 31,974 41,632 3,181 89 17,731 West Africa-9,278 32,272 4,133 77,810 1,527 990 33,036 94,097 63,383 97,823 Somilland 132,076 87,614 70.419 47,93 1,400 ..1.708 1.294 1,811 114 --- 3,200 2,06 New Zoaland Other British Possession -1.674 4,500 .. 1,000 310,477 180 3,939 801 140,031 165,781 207,823 120,386 377,133 329,529 404,985 205 210,005 4,916 112,762 27 110,001 11,558 10,416 47,512 82,242 112,920 4,031 22.50 Mesopotamia Pinland Hayti and St. Domingo Korea Finne British Honduras Palestine

EXPORTS. 1922-23. 1923-24-tons. tons 1917-18. 1918-19. cwts. cwts. 1919-20. 1000-21, 1021-22, tons, tons, 5 411 8,230 327,135 25,631 127,214 6,300 1,288 616 170,066 275,806 35,818 6,015 116,250 41,559 32,409 1,429,850 (219,567 1,106,039 274,557 69,595 69,746 007 \$509,292 41,305 63,010 0,463,686 7,006,976 911,018 631,008 112,558 47,110 127,214 6,402,867 6,510,181 814,694 814,651 252,785 84,857 1,140,461 4,402,959 891,092 83,815 131,700 183,000 iiis,sul 6,755,910 3,051,774 5,110,301 47,535 118,691 5.810,431 2,872 310,156 32,059 8,368 19,970 720 671,251 2,618,035 477,803 51,293 18,241 3,284 7,231 593 208,818 61,500 100,848 26,927 1,077,459 ... 18,320 299,538 212 020,600 23,027 213,030 121,700 33,431 22,000 83,313 15,000 42,461 1,516 21,636 7,132 23,159 0.198 19,000 95,462 51,935 81,295 82,417 17,159 149,821 60,001 71,330 10,133 79,330 15,720 31,302 719,112 21,947 7,072 13 615 3,609 10,003 1,005 61 307,419 149,187 3,453 451,758 450,652 371,152 218,748 215,181 317,003 137,390 101 63,687 8,933 137 00,008 28,307 2,101 100,510 431,290 15,964 252 80,593 157,071 81,059 416,810 1,410,009 678,070 151,600 557 557 120 216,506 405 610 \$3,816 50,177 33,574 101,339 167,618 79,790 500 15,763 0,400 30,619 17,600 42,403 24,329 3,835 12,435 8,370 80,630 810,832 55,010 322,723 2,231 27,689 1,000 123,373 120,420 1,675,902 2,533,565 1,301,700 9,977 179,274 8,000 18,702 14.600 253,231 6,160 233,310 178,233 331,000 175.458 8,542 16,587 277,531 98,450 5,709 315,591 110,000 85,561 381 413,151 361,900 103 631 17,016 700 51,011 65,509 476 5,165 875,391 050,875 2,103,702 907,175 80,000 31,500 41,224 3,900 71,153 4,200 21,006 21,007 11,200 32,151 1,300 218,410 140,320 16,820 19,611 2,100 5,008 7,912 740,813 673,496 3,007,113 563,410 511,032 909,150 207,568 14,520 422,793 410,391 3,000 2,770 2,150 63,011 170,063 990,720 133,018 58,000 78,012 1,001,011 85,590 2,790 138,500 22,150 114,000 97 4,000 61,570 1,713,012 85,033 850 99,031 160,603 959,516 569,576 10,031 15,331 3.175 1,100 41,000 08,116 39,157 32,781 8,135 146,851 239 160,606 19,454 203,931 62,181 429,725 8,276 200,107 37 683 560,531 20,346 1,811 133,125 2,005 560 \*\*. 675 5,438 70,154 13,631 ... 100 206,979 2,621 1,504 1,000 107,001 "1,640 122 400 331,574 ....<sub>800</sub> \$0,000 8,923 4,082 31,513 1,859 18,923 50,31 4,00 58,311 685 3,090 3,231 3,211 27,155 200,000 419,270 418,023 \$32,525 11,000 415,103 100 81 8,510 2,000 85,140 176,832 107,212 18,100 1,000 21 3,150 156 9,769 763 165 5,130 7,095 132 132 231 4,760 203 23

13,257

1										
XPORTS.									LIN	Ţ
Countries to write,		1901-5. cwts.	1903-6. cwts.	1906-7. owts.	1907-S. cwts.	1909-0. cwts.	1109-10. cuts.	1910-11 cwis.	1911-12. Cwts.	-
Rousing NewZealand			<sub>20</sub>		4,017			-	-	
		3,535,776	1,744,133		2,206,177	1,507,613				1
Unit-1 States of Atlantic 1		00,017	PH XP(100	1	18,720					
France (Pacine)		1,959,516	1,031,931				20,020			ē.
Net Plands		1,173,617	650,505	15 579	1,611,573	1,021,790	1,090,570	1,255,230		
Heletin Other British Possessions		513,933	409,019	317,530	393,025	118/03	57,474 434,533	1,410,802	2,339,903	9 -
	***	15	56	10	90	( );	46	97	63	3
Australian Commonwealth		6,578	15,656	7,231	174 8.007	10.140		170	181	έ.,
Ergt		199	87	901	60,202	1,30	12,18	14,135		١.
Mauritius and Dependencies		156	130	217	1 10	196	150	129	51,713	8
Gernany		2,710,965	1.165.576	555.503	80° aso	291		1	1 1	ì
	711	673,574	410,262	532,023	591,453		309,950			
South America British West Indies				000,022		921,107	512,037	426,593		1
		21,166 23,00%	47,495		21,576					
		23,095	50,210	21,399	49,351	26,009			1	1
	- 111	2,511		53			***	80.077	***	ſ
Austria-Hungary		111,951	99,138	171,375		30.500	160.019	150,006	165,313	
Russia		10,011	42,695	15,689		414			26,000	
Natif	- 11	272	439	655	121	950	2,402	8,000		
Swelch		"	970	935	101	829	718	1,251	37	
	]		***			***			17.000	
			***	***	441		447		11,000	
Javá							***		144	
Groce		1	100			***		6.000	8,950	,
Chila Hong-Kong	***	412	4)	- 4	12		2.077	93	8,900	
Turkey (Levent or Rhely son	. "	(	***					"	"	
Turkey Levant or Black ser Asintic Red sea	3 [									
Réunion Aden and Dependencies								1		
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Stirits Settlements		70	52	231	50	210	144			
Switerfund		"]	"	201	20		63	82	39	
Otiz r Foreign Countries		25	- 4	122	51	41	2	81	8	
TOTAL	1	1,182,000	5,789,950	4,378,526						
	111.11	117022000	21115750	9,015,720	6,197,852	3,200,517	4,677,197	7,411,036	10,410,102	
ors.									RAPE	
COUNTRIES TO WHICH		1901-5.	1905-C.	1900-7	1907-5.	1008.0	1200-10	1910-11.		
EXPORTED.	- i	owts.	ewts.	cwts.	cwts.	ewts.	cuts.	1919-11.	1911-12.	
Soreny Johannia										
commin				1	f					

ACTORES.		_								RAPE
COUNTRI	es to which forted.		1901-5, OWEN.	1985-6, ewts,	1906-7. cwts.	1907-5. cwts.	1009-0. cwts.	1900-10. cuts.	1910-11. cwis,	1911-12. cwts.
Sepron in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the second in the se	pendenties  age  Amorica  tenties i  onwealth ritish		6wts. 463,251 1,131,431 1,168,500 22,773 1,677,433 214,039 11,577 110	600,903 500,003 500,003	709,938 1,010,939 1,931,627 6,618 738,313 19,265 37,962	703,019 703,019 1,213,105 1,613,705 1,623,623 1,523,623 71,022 53,611	297,05 639,65 1,052,05 51,205 74,225 2,057 31,701	57,400 1,578,977 2,330,975 2,330,975 2,330,975 2,530,901 1,553,901 17,000 57,408	815, cre 1,611,433 1,825,636 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,836 1,822,8	ewts, 4,600 184,571 1,262,322 2,011,614 62 8,0,219 81,1919 81,1919 117,001
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1	→ epc,317	3,110,203	4,122,191	2,995,000	1,970 6,992,187	3,802	4,815,312	3,361,514	135,042	82,746	111,290	181,5
	173,747		107	17,103	55,315		105,472	0,001,014	103,092	200	300	
		2,300,180	791,312	376,200	161.067	259,513	133,357				49,616	28.4
	1,463,524	191,511		070,207	101,001	205,010	1110,007	825,535	13,959	20,959 9,220		26.4
	1.076,413]	769,189	499,339					533,198	17,748	20,076	22,525	28,1
	190	211	168	163	30 132	129	3	177			4	
	59 100	67,211	68.312	147,7896	209,133	313,529	373,525	121,933	13,673	11,740	11,929	13,3
ı	1,700	492 207	29,835	3,161	5,599	37,400	985			1,301		
	191			310	181	3392	509	219	9	9	16	
	(63,110	906,520	201,000					39,467	1.215	3.276	2.3100	7,9
ı	\$12,100	613,133	622,741	213,500	451,611	70,166	267,617	157,450		11,610	80,511	25,6
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	- 1		6,000				19,997		141	***	"	
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	21	23	14	26		17	41	32				
-	7.049.793	8.277,497	6,431,535	3,859,717	7,193,861	2,922,244	5.849.055	5,018,275	183,44	173,540	271,250	368,5

21	23	14	2,002		17	41	10,512	350	36	25	
7,059,795	8,277,497	9,431,535	3,859,747	7,193,881	2,922,244	5,819.065	5,018,278	183,410	173,540	271,240	308,377
SEED.										E	XPORTS.
1912-13. cvts.	1913-14. cwts,	1914-15. cwts.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. 1003,	1022-23 tons.	tous,
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1,650,196 121 21,602 1,001,217 30,160, 58,203	1,977,378 205 109,416 1,163,973 76,487 274,537	537,296 133 14,600 162,143 295,155	126	 157  158,127	471  4.495	452  81.361	007,320 120 	119,519 1 24,182 163 8,633	65.923 500 33,520 5,319 10,169	51,900 4 996 63,125 27,195 37,091	33,046 4 2,366 71,060 30,325 81,300
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. 162	616	1,727	3,119	1,575	2,873	EGS 221	917	23 25	135	196 54	21×
139	210	231	3250	235	403	-200	413	20	 22 1,470	31  3,235	1× 20,887
611	1,000		3,201	02,506 	591,222 016	108,110	2,595	24	1,470	3,218	20,584
121	12	134 22	109	19 33	19 31	107	16	500	- 1		8
4,300,550	4,990,100	1,959,231		2,415,433	1,186,181	1,583,243	2,456,961	163,893	131,097	251,931	336,950

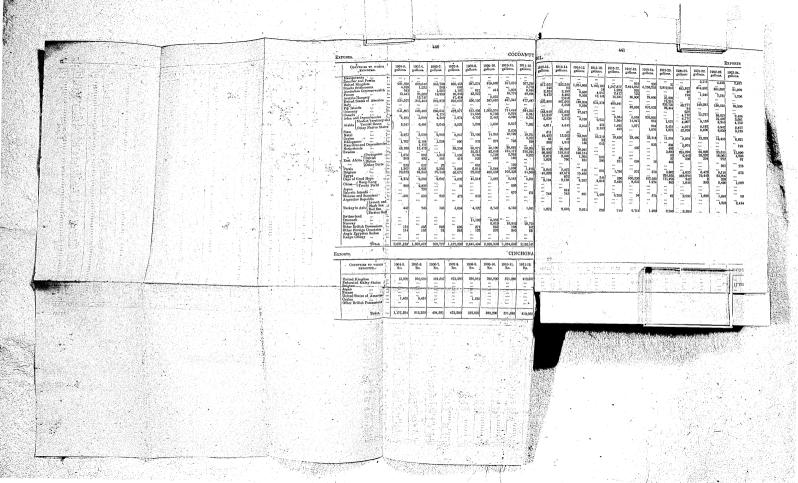
COUNTELLS TO WHICH EXPORTED.	1901-5.		7			,		TIL			Seed.								E:	X PORTS
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| 5,390,767<br>87,270<br>1,590,680<br>4,170<br>187,485 | 5,000 100 100 100 100 100 100 100 100 100                                                                         | 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i 44. <u>i</u>	COUNTRIES TO WHICH EXPORTED.	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.	1916-17. gallons.	1917-18. gallons.	1918-19. gallons.	1919-20. gallons,	1920-21. gallons	1921-22. gallons.	1922-23.	1923-24. gallons.
	United Kingdom Australian Commonwealth	256,975 428,520	191,034 293,677	363,723	233,583 439,445	131,308 352,841	192,934 311,093	144,056 445,843	149,094 571,783	112,688	87,256		698,280							<u> </u>	
	Straits Settlements Mauritius and Depen- dencies	242,672 92,582	201,169	96,602	192,387 92,415	176,824 82,414	131,772 83,736	140,752 93,489	107,518 109,233	298,873 119,186	360,252 141,414	53,960 301,780 108,120	131,877 91,740	1,121,935 102,087 85,970	1,086,301 89,563 67,572	893,776 14,977 3,073	9,445 11,349 17,363	2,313 32,503 15,206	32,956 23,811 17,444	399,402 24,988 21,131	296,26 58,55 19,5
	China-{Hong-Kong Treaty Ports	102,524 72,041	68,392 61,994	33,737  65,818	18,268 75,582	13,533	467 76,617	2,800 66,484	1,867 1,536 76,628	89,309 2,335	92,050 1,919	104,654 1,586	118,696 2,332	81,817 2,695	77,541 2,155	17,069 467	59,882 1,654	44,457	33,414 382	22,178 466	24,5
,	United States of America France	180	1,520	20	911	111				68,699	73,730	51,524	66,872		50,459	11,930	17,121	22,699	25,961	19,488	23,4 4,4
3 %	Norway British Guiana	225	675	1,487	499	802	945	319		::		. ***	1,822	2,331		<u></u>	1,100	27	1,089		 ''1,5
	Aden and Dependencies	2,265 41	2,871	3,670 952	1,327 40	3,149 512	1,859 496	1,212 456	1,102	 957	1.364	2,304 1,086	1,004	4,529 12,567 1.072	326,345	627,173	1,325	460 48		1,588	 1,:
	Switzerland Natal West Indies—British	212,260 91	255,528	231,358	215,137 2,0+1	73,690 589	74,699 425	. 93,663	98,384 636		:::	- ::	820	1,987	1,026 82,368	167 402	360 8,354 31,211	1,467 	408	712 	
<u> 7</u> 7	Réunion Other Islands in the Pacific Austria-Hungary	= 1	9,061	2,475	··1,050			12.1	960 1,778	65,595 424 2,687	47,925 2,019	51,554 1,581	62,626 5,777 2,235	54,223 6,805 6,796	135,806	22,945 637	83,205 2,403	35,477 1,310		37,973 1,110	44, 2,
	Russia Germany	4,106 6,185	7,824			- :: 1	-				1,733			:::				`		:::	
	Cochin-China, Saigon Portuguese Rast Africa British	1,520	2,004 1,246	268	1,326 12,630	1,840  -3,786	6,548 23,649	787 22,402	865 21,832	655	236	2,427	9,229	29,930	690	1,000		===	6,106	3,300	28,
10 - 200 m - 100	Malta Other Forts	7.411 228	17,278	9,338 5,082 4,644	2,336	2,983	56	923	1,164	13,853 3,601	8,365 1,585	18,162 - 1,260	13,819 2,318	5,369 554	20,363 540		2,409	6,429	4,669	2,510	
¥ 1	Java Capé Colony Siani	170,344	92,070 4,178	172,802	81,495 5.019	2,045 9,069 8,765	377 11,877 14,891	1,800 27,732 14,148	313 35,525 25,246				==					400			:::
	Arabia Philippines	390	2,360	4,387	1,512	480	1.018	383	1,531	16,976 5,811	11,734 16,273	5,936 13,067	10,665 13,572	5,145 11,700 	16,303 12,488	1,492 336	689	 	142	457	
1,2	Sumatra Persian	,::	J.	585			:::	***		350	50 3,492	 3,141	 615 1,658	 633 577	:::		364	==			
E. I.	Turkey in Asia— Gull Red Sea	126	518	886	364	1,833	2,575	3,763	2,676	3,628	4,500	5,175	379	205	212	550	772	3,810 13,140	)		
. I (j.)	Mekran and Sonmissis New Zealand Other Foreign Countries	89,841	111,748	. 182,380	129,640	166,718	134,253	138,512	186,818								137	19	 J		
225	Other British Possessions Zanzibar and Pemba	547	1.085	861 460	242 139 1,187	1,031 161 1,019	2,375 63 322	1,975 256 1,252	1,270 953 1,337	142,119 769	146,659 641	168,336 735	212,515 285	110	102,921 161	58,997 7	22,389 91	150	32	42,560 413	64
WII	Fiji Islands Federated Malay States Rhodesia				::: 1			=	4,355	292 1,009 2,080	308 900 808	197 528 160	724 657 521	746 492 490	· 445	198 450	515 270	741	19		
Frien	Transvaal Kenya Colony Cape of Good Hope							:::  -		2,590	1,698	996	50	118 1,000 1,946	1.625 259 8.826	2,093	9,999 456	400	10,167	182	3
	Mesopotamia							1.000.000				-					1,573 7,921	349		149	2
42   ·	I TOTAL	,032,100	1,432,108	1,445,636	1,508,545	1,099,967	1,003,047	1,203,007	1,404,403	954,495	1,007,001	898,269	1,451,655	1,724,707	2,084,950	1,658,539	297,029			602,877	581,
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10/11			444												44	5		- 4			
· ~	Expours.							IND		IGO.										Ex	PORTS
	COUNTRIES TO WHICH EXPORTED.	1904-5, cwts,	1905-6. cwts.	1905-7. 1907-8. owts.	1903-9. ewts.	1909:10. curts.	1910-11. cwts,	1911-12. cwts.		1912-13. -cwts.	1913-14. cwts.	1914-15, cwts.	1915-16, cwts.	1916-17. cwts.	1917-18, cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. curts.	1622-23. cwts.	1923-24. cwts.
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	Exports.	1						IDES	,	RAW.	10,110	11,114	41,002	31,230	31,012	32,101	32,653	10,850	12,502	4,535	0,701
	Countries to which exported.	1904-5. 1	965-6, 199 cwts, cw	6-7. 1997-8. cwts.	1908-9.	1909-10.	1910-11,	1011-12.		1912-13.	1913-14,	1914-15.	1915-16,	1916-17.	1917-18.	1918-19.	1919-20.	1990-21.	1921-22.	1928-23,	PORTS.
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Russia-Pacific ports				10,883		10,775	27,610	15,380	2,916	1,498
France		- 1	2,902	10,934	17,570	. 1	12,824	19,609	22,847	29,261
Ceylon		- 1	1,290	9,237	8,241	13,340	9,057	9,593	8,548	10,799
Straits Settlements	1.5		9,300	10.041	12,213	9,913	558	2,154	369	249
Java			149	340		206			***	
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Pacific	Const	"][ <sup>1</sup>	02,090	104,696	105,034	153,325	138,885	108,217	88,971	59,53
U. S. A. Atlanti	c Coast	Ή.	- 1		.,	,,,,,,,,	020	2,002	1,030	1,09
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China - Hong-Kor			81,593	99,905	78,495	61,186	83,956	80,396	83,827	85,04
United Kingdom			85,493	69,748	98,803	80,040	86,436	76,144	62,504	46,59
		<u> </u>	cwts.	cwta.	cwts.	ewts.	cwts.	cwts.	cwts.	owts.
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1912-13. cwts.	1913-14. cwts.	1914-15. cwts.	1915-16. owts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. owts.	1921-22. ewts.	1922-23. cwts.	1923-24. cwts.
47,217	49,280	182,249	333,605	460,973	408,122	331,927	110,638	110,808	86,812	42,375	16,84
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296,770	268,070	327,982	414,047	527,396	453,654	478,320	379,975	389.68	234,949	211.93	156,

O, P, W,-2111-30-11-25-475.



