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COCHIN CHAMBER OF COMMERCE
REPORT 1921/22

MADRAS UNIVERSITY 1934 ECONOMICS DEPARTMENT

REPORT

OF THE

Cochin Chamber of Commerce

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FOR

1921-22.

1st July, 1921 to 30th June, 1922.

Madras:
PRINTED BY ADDISON & CO., LD.

1923.

CHAMBER MEMBERS.

MESSRS. ASPINWALL & CO., LD.
„ PEIRCE, LESLIE & CO., LD
„ VOLKART BROTHERS.
„ WM. GOODACRE & SONS, LD.
THE IMPERIAL BANK OF INDIA.
THE NATIONAL BANK OF INDIA, LD
MESSRS. THE BOMBAY CO., LD.
„ PARRY & CO.
„ MADURA & CO., LD.
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„ GEO. BRUNTON & SON.
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HONORARY MEMBERS.

THE DIVISIONAL SUPERINTENDENT OF TELEGRAPHS.
THE PORT OFFICER.
THE HARBOUR ENGINEER.

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H. H. JONES, ESQ.—*Chairman.*
C. W. COLE, „
S. C. RAE, „
A. R. SHAW, „ —*Honorary Secretary.*

} *Executive Committee.*

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Dr. Statement of Receipts and Expenditure of the Cochin Chamber of Commerce for the year ending 30th June, 1922. Cr.

EXPENDITURE.	RS.	A.	P.	RS.	A.	P.
To Salaries	4,308	3	2			
„ Rent	720	0	0			
„ Bonus	316	0	0			
				5,344	3	2
„ Lloyd's Register	194	13	9			
„ „ Index	327	9	5			
„ „ Calendar	4	10	0			
				527	1	2
„ Subscription to the Madras Chamber.	300	0	0			
„ „ Associated Chambers.	160	0	0			
				460	0	0
„ Manifests	53	9	0			
„ Printing	1,080	0	0			
„ Stationery	393	8	7			
„ Telegrams	98	5	0			
„ Books, Files, etc.	47	13	0			
„ L. G. Oil Tests and Sampling ...	305	0	0			
„ Uniforms	10	0	0			
„ Calipers	66	15	6			
„ Window Delivery Fee	12	0	0			
„ Rickshaw, Cooly Hire, etc. ...	41	9	6			
„ Postage and Receipt Stamps ...	28	12	0			
„ Sundries	127	1	5			
				2,264	10	0
				8,595	14	4
„ Donation to H. R. H. the Prince of Wales' Fund received from Members *per contra*	375	0	0			
„ Chamber Donation	375	0	0			
				750	0	0
„ Surplus on year's working ...	...	..	...	3,386	15	4
Rupees ...	...	..	...	12,732	13	8

RECEIPTS.	RS.	A.	P	RS.	A.	P.
By Measurement Fees	9,027	9	8			
„ Survey Fees	240	0	0			
„ Testing Weights and Weighing Machines	27	10	0			
„ Testing Weights of L. G. Oil ...	2	0	0			
				9,297	3	8
„ Sales of Annual Reports ...	30	0	0			
„ „ Tonnage Scale ...	1	0	0			
				31	0	0
„ Subscription for Market Reports...	24	0	0			
„ L. G. Oil Sampling	815	0	0			
				839	0	0
„ Subscription from Members—						
Chamber Members ...	1,550	0	0			
Associate „ ...	160	0	0			
				1,710	0	0
„ Donations from Members to H. R. H. the Prince of Wales' Fund ...	...	...	...	375	0	0
„ Interest on War Bonds and Fixed Deposits	...	...	..	480	10	0
Rupees ...	...	..	...	12,732	13	8

Balance Sheet as at 30th June, 1922.

LIABILITIES.	RS.	A.	P.
To Funds of the Chamber at 1st July, 1921 ...	10,955	6	6
„ Surplus on current year's working	3,386	15	4
Rupees ...	14,342	5	10

ASSETS.	RS.	A.	P.
By Investments on 6 % 1930 War Bonds	7,200	0	0
„ On Fixed Deposits with the Imperial Bank of India, Cochin	5,000	0	0
„ On Current Account with the Imperial Bank of India, Cochin	2,142	5	10
Rupees ...	14,342	5	10

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COMMITTEE'S REPORT.

1. **Membership.** During the year no new Members were elected and one firm, the Cochin Company, Ltd., ceased to be a Member of the Chamber.

2. The Officers elected at the commencement of the year were :—

Mr. H. R. Haigh	...	Chairman.
,, W. D. M. Clarke	...	Honorary Secretary.
,, H. H. Jones	...	Committee Member.
,, C. R. Hill	...	Do.

During the year owing to several of these gentlemen leaving the station, fresh appointments were necessitated and the present office-bearers are :—

Mr. H. H. Jones	...	Chairman.
,, A. R. Shaw	...	Honorary Secretary.
,, C. W. Cole	...	Committee Member.
,, S. C. Rae	...	Do.

The representatives of the Chamber on the Landing and Shipping Dues Committee are :—

Mr. H. H. Jones.

,, A. R. Shaw.

3. **Finance.** The Funds of the Chamber have been increased during the current year by Rs. 3,386-15-4, which represents the profit on the year's working.

Measurement fees show an increase over previous year of Rs. 2,320-2-2 ; revenue in respect of surveys shows a considerable decrease.

In the expenses, the only notable items are an increase in salaries of about Rs 1,200—(the previous famine allowance now being consolidated in salaries) and

Donation to Fund for celebrating His Royal Highness the Prince of Wales' visit Rs. 375. The Funds are invested as shown in the accounts.

4. Accounts. A change has been made in the form of the Annual Accounts which it is considered will give a clearer view of the results and position.

5. General Review of the Year's Proceedings.

As the important items which have arisen for the Chamber's consideration during the year will be dealt with separately in the Chairman's address to the Annual General Meeting, it is considered unnecessary to refer to them in this Report, the various subjects having been put before Members as the occasions arose.

In conclusion, the retiring Committee wish to express their appreciation of the assistance and support accorded to them during their term of office.

CHAIRMAN'S ADDRESS.

The Chairman then addressed the Meeting as follows :—

I beg to move the adoption of the Report and Accounts, and in doing so I should like to explain that I propose attempting to make good the brevity of the former by reviewing the past year's business from the chair. This is a radical departure from old time procedure of this Chamber which I hope Members will approve.

Our thanks are due to Mr. Hake for auditing the Accounts.

I do not think I am exaggerating when I say that the past twelve months have proved one of the most difficult trading periods in the history of Cochin. We have seen a general fall in prices throughout the world and so far as our own domestic affairs are concerned, it has been a case of the keenest competition and small or no returns.

There is, however, an encouraging sign given by our export figures for the period July, 1921 to June, 1922, which I will illustrate by quoting certain figures I have taken out bearing on the more important commodities which we handle. These centre in that blessing to mankind—the cocoanut.

I find that exports of *coir yarn unmanufactured* increased by 16·6 per cent. and that foreign trade accounted for 59·3 per cent. of total exports. That exports of *coir yarn manufactured* increased by 19·9 per cent. and that foreign trade accounted for 63·4 per cent. of the total. That exports of *cocoanut oil* to

foreign ports decreased by 16·3 per cent., whereas shipments to Indian and Burma ports increased by 36·2 per cent. (a significant feature of India's growing independence), the balance of trade in this instance being 32·2 per cent. foreign and 77·8 per cent. India and Burma. As regards *copra*, exports to foreign ports during season 1920–21 were insignificant but in total exports this season there was an increase of 129 per cent. and, of that total, foreign exports accounted for 50·8 per cent.

It is interesting to note that exports of *coir yarn manufactured and unmanufactured, cocoanut oil and copra*, as a whole, increased by 33·9 per cent. and that, of that total, foreign trade took 49·3 per cent. and India and Burma 50·7 per cent.

I will not make further quotations because it is perhaps difficult to grasp their significance when spoken, but if any Member considers they are sufficiently interesting to study, I shall be happy to let him see the statement I have drawn up. At the risk of trying your patience I have quoted so far in support of my remark that they offer to us an encouraging sign of an improvement in trade.

Imports into Cochin were valued at Rs. 4·72 crores for the year ending 31st March, 1922, compared with Rs. 4·14 crores for the previous twelve months, the increase being accounted for by improved coasting trade figures.

I should be rash to make any pronouncement about exchange, but we may congratulate ourselves on the more stable conditions which have existed during the past six months. The highest T.T. selling rate recorded during the year was 1/5, 7/8, the lowest 1/3. What the future holds in store for us seems to be a matter for

guess-work, pure and simple, because there are so many outside influences in these days.

The balance of trade for the financial year ending 31st March was again heavily against India at Rs. 32·60 crores, but during April and May there was a considerable balance in India's favour and in consequence a firmer exchange was looked for but the recent weakness is believed to be partly due to the heavy depreciation in the mark and by remittance of proceeds of large accumulation of goods imported during 1920 and 1921 which are now being gradually realized.

Cochin Harbour. As you were so recently treated to a full description of progress so far made with the experimental stage of the present scheme, I need not weary you with any repetition; I feel, however, that I shall be expressing Members' opinion generally when I say that we are especially grateful to His Excellency Lord Willingdon for the personal interest he has taken in our port and in the acquisition of the ex-German Dredger "Seetief." This dredger, as you are aware, is expected to be ready to commence work in November and we can only hope that this optimism is justified; should this forecast be confirmed, we can reasonably hope to see the Bar cut through prior to the monsoon of 1923. This monsoon, we have seen serious erosion along the Vypeen foreshore, and in a lesser degree south of the burning ghaut; protective work to the north has been most thorough and forms a monument to the efficiency and capabilities of the harbour authorities.

I mention this subject of erosion because, once the Bar is cut through, none can tell what action this tampering with nature will have on our property and surroundings and the cost of keeping open the Bar, and protective works will require the most careful consideration before development of the harbour proper is adopted.

As from the 1st April, the port of Cochin was separated from the western group and we now administer our own funds, subject to Government control, through the Landing and Shipping Dues' Committee on which Committee this Chamber has two Members sitting. You will recollect that at a recent Chamber Meeting I pointed out that our representatives on that Committee held a somewhat invidious position, because neither they or their fellow-Members exercised control over expenditure on present experimental works ; a satisfactory feature of their recent interview with Sir Charles Todhunter, therefore, was to be told that all estimates and expenditure must be sanctioned by the Landing and Shipping Dues' Committee as a body.

As from the 1st December, 1921, Dues for Landing and Shipping Cargo were raised from a basis of 2 annas to Re. 1 per ton ; it is intended that these collections shall form the nucleus of a fund for the development of the harbour but, as by March, 1923, estimated recoveries from this source will only be Rs. 5 lakhs and, as you are aware, the port is committed to paying the cost of a dry dock for the dredger "Seetief," the estimate for which is Rs. 3·87 lakhs, heavier taxation in the near future appears inevitable.

With the separation of Cochin from the western group of ports, Government introduced a new scale of port dues for Cochin and those ports forming the new western group. In the case of foreign going steamers calling at Cochin and two group ports we have been asked to pay an increase of 54½ per cent. and for coasting steamers with the same itinerary an increase of 75 per cent. We have protested against what we consider an unwarranted penalty which is not justified by better facilities or present trading conditions and the matter is now receiving the attention of Government.

Railways. Linked with the development of the harbour is the subject of railway communication in Southern India. Mr. Izat, the Special Officer appointed by the Railway Board, met the Chamber last January and it was evident that until India is again able to balance her Budget, Government aid in this direction, is not likely to be forthcoming. Private enterprise is likewise handicapped by the diffidence of the investing public to sink money in the development of a country which is passing through a period of instability leading to insecurity, unless the common sense of its people asserts itself.

We were told by Mr. Izat that the Shoranur-Ernakulam line was capable of moving 600,000 tons of goods per annum and as at present this line carries but 200,000 tons per annum, there is a wide margin for meeting trade development as the result of the opening of the harbour. Our considered opinion is that additional lines should be constructed from Dindigul through Pollachi to Trichur and from Shoranur to Nanjangode with a branch line to Manantoddy at the earliest possible date.

Prince of Wales. His Royal Highness arrived in India in November and sailed from Karachi on the 17th March this year. His arrival and progress was the signal for much ill-mannered and disloyal behaviour, engineered by non-co-operators and Khalifatists ; although the impression from these incidents must have been unpleasant the majority of the people whom His Royal Highness saw and came in contact with, gave proof of their loyalty and devotion to the Reigning House and I am sure we all feel relief, knowing that he, has come through an ordeal, undertaken with such conspicuous tact and ability.

The Chamber and its Members have signalized His Royal Highness' visit by donating funds to the local hospital for necessary equipment.

Associated Chambers of Commerce. The Annual General Meeting took place in Calcutta in January and as will have been seen from the Report of the proceedings, much useful work was accomplished. This Chamber did not bring forward any resolutions but for the second time, we are indebted to Sir James Simpson for acting as this Chamber's representative. There is no doubt that we should make a special effort to send our own representative to attend these meetings, as unless all individual Chambers support the Association its object will never be realized nor will it be the power it ought to be.

Moplah Rebellion. Since 1896 the Moplah had remained a peaceful citizen of Malabar, but his religious feelings and lack of education provided good pasture for seditionists to sow seeds of rebellion, and Government having seen fit to denude the district of troops in spite of universal protest, found themselves faced with a fanatical outburst in August last which has cost much loss of life and material damage, not to mention the cost of quelling the disturbance.

Government deny legal responsibility for damage to life and property, but, I think, there can be no doubt that there is a moral, if not a legal, obligation to compensate those who suffered; moreover, Government, by compensating those who suffered in the Amritsar riots, have created a precedent which cannot be ignored in the present circumstances.

Freights. At the commencement of the season basis rates for U.K. and main continental ports were 57/6—a reduction to 50 took place in February and a drop of a further 5 was announced last month. We have recently been advised that rates during September and October are fixed at 35 for U.K. and main continental ports which brings us into line with those ruling in Colombo.

In fairness to those Shipping Companies which cater for shippers' requirements, shippers should bear in mind that whereas rates quoted in Colombo are for one port, and that provided with a sheltered harbour, rates current from this coast cover loading from five ports with correspondingly longer detention.

I pass on to certain minor matters concerning our well being.

Telephone and Electric Light. No material progress has been made in our negotiations with those interested in the introduction of a telephone and electric lighting system into Cochin. The latter scheme has died a natural death because it is generally felt that financial conditions do not, at present justify the expense it would entail. As regards a telephone service, not only have we private enterprise but Government, now interested in the scheme so there seems reason to hope that within the next decade we shall be able to worry each other over the wires and, in offices, be at the beck and call of our bungalow establishments ?

Gentlemen, although I have reviewed the past year's business ; that business was for eleven months conducted under the Chairmanship of Mr. Haigh, to whom the hearty thanks of all are due for his able direction of our affairs.

On Mr. Haigh's and my own behalf I have to thank you for your support ; the Committee, for their advice and assistance, and our Honorary Secretary, for his loyal help and hard work. The duties of the Honorary Secretary entail an immense amount of work these days and I feel sure I express your feelings, gentlemen, when I say that we are most grateful to Mr. Shaw for so ably filling the post.

I now ask Mr. Pitcairn to second the adoption of the Report and Accounts.

Mr. Pitcairn, spoke as follows :—

" In seconding the motion I must crave your indulgence for a moment. I am sure I express the unanimous opinion of Members when I say that we welcome the Chairman's most interesting address. It has been our privilege to listen to a very lucid and informing statement on the position and prospects of the trade of this port, and I hope that the remarks Mr. Jones has just made will be embodied in the printed copy of the Annual Report when issued, along with a copy of the Statement of Exports which he has prepared."

" To Mr. Jones has fallen the difficult task of taking up the duties of Chairman before the season has run its course and we know that many intricate problems have confronted him since he assumed office a brief two months ago. But the manner in which those problems have been dealt with only increases our confidence in our Chairman and the Members of the Committee, and I am sure I express your wishes gentlemen, when I offer them the assurance of our continued support and co-operation during their tenure of office."

" I have now very much pleasure in seconding the motion before the Meeting that the Report and Accounts for the past year be adopted."

The motion being carried unanimously, the proceeding then terminated.

RULES OF THE COCHIN CHAMBER OF COMMERCE.

Objects.

Rule 1. The general objects of the Chamber shall be to promote, foster and protect the Commerce of the Port of Cochin and the Mercantile interests of the adjoining Indian States of Cochin and Travancore and of the Malabar Coast, by collecting and classifying all information bearing on its wants and interests and exerting itself to obtain the redress of acknowledged grievances: to decide differences on matters of local custom and usage and to form a court of reconciliation and of arbitration to parties willing to abide by its decision: to communicate with the public authorities, with similar Associations in other places and with individuals on matters of trade: and finally by recording its proceedings and decisions to form a code of practice by which the transaction of business may be simplified and facilitated.

Membership.

Rule 2. There shall be two classes of Members of the Chamber, namely, Chamber Members and Associate Members.

Rule 3. Every Member elected previous to the 1st October, 1920, shall be a Chamber Member.

Rule 4. That all British European firms or individuals established at and doing busines in the Port of Cochin shall be eligible as Chamber Members (subject to Rule 3 above).

Rule 5. That all other firms or individuals, other than nationals of any of the countries with which the British Empire was recently at war, engaged or interested

in Commerce in the Port of Cochin, the adjoining Indian States of Cochin and Travancore and on the Malabar Coast be eligible as Associate Members.

Rule 6. Associate Members shall be entitled to all the privileges of Chamber Members save and except the right to vote for any purpose whatsoever.

Rule 7. The privileges accorded to an Associate Member may be withdrawn at any time by a majority of votes recorded at a Special General Meeting of the Chamber without any reason being assigned.

Rule 8. The Committee shall decide any question which may arise as to the eligibility or otherwise of any candidate for admission as a Member of either class and the Committee's decision shall be final.

Rule 9. A Register of all Members, Chamber and Associate, shall be kept, which shall be open to the inspection of all Members, stating the names and nationalities of the Partners or Directors of each firm and of their duly authorised representatives entitled to represent them at Meetings all of whom may be present but only one of them, and he a Chamber Member, shall be entitled to vote upon any motion.

Admission of Members.

Rule 10. Every candidate for admission as a Member of either class shall be proposed by one and seconded by another Chamber Member in a letter addressed to the Honorary Secretary of the Chamber and shall be secretly balloted for. The letter shall be signed by the proposer and seconder and shall give the full name and address and the nationality of the candidate and his profession, business or occupation and shall contain a declaration signifying the willingness of the candidate to abide by these rules.

Rule 11. Any firm which is a candidate for Membership as a Chamber Member shall send with the application provided for by Rule 10 a written statement of the names and nationalities of the persons constituting the firm, or in the case of a Company of its Directors, and a declaration by one of the partners of the firm, or in the case of a Company by one of its Directors, or by any Manager or Officer of any such firm or Company duly authorised by Power of Attorney, that the firm or Company, as the case may be, is eligible for election as a Chamber Member under these rules.

Rule 12. Ballot papers containing the above information shall be then issued to all Chamber Members giving at least seven days' notice during which time the ballot box will be kept open in the Chamber Office, a majority of two-thirds of the Chamber Members being requisite for election.

Entrance Fees and Subscriptions.

Rule 13. That on election, a Chamber Member shall pay an entrance fee of Rs. 350 and an Associate Member Rs. 250.

Rule 14. That the annual subscription of each Chamber Member shall be Rs. 100 and of each Associate Member Rs. 80 payable quarterly in advance.

Rule 15. That any Member of either class whose subscription shall be three months in arrears and who shall not pay such arrears within one month after written notice calling for such payment has been sent him, shall cease to be a Member and his name be removed from the list of Members.

Meetings.

Rule 16. That notices calling Meetings should, except in emergent cases, give seven days' notice and should state the business to be transacted thereat.

Rule 17. Questions at Meetings, saving only those relating to the alterations of these rules, shall be determined by a majority of the Chamber Members present and entitled to vote and voting.

Rule 18. Notwithstanding anything contained in these rules any Chamber Members may, at any Annual or Special General Meeting of the Chamber, propose any motion without previous notice, provided that the majority of the Chamber Members present and entitled to vote at such Meeting consent thereto.

Rule 19. That the quorum for any Meeting shall be one-third of the total number of Chamber Members present in person and entitled to vote.

Rule 20. The Proceedings of all Chamber Meetings shall be recorded in a Minute Book to be kept in the Office of the Chamber which shall be open to the inspection of all Members, subject to such regulations as the Chamber may make with regard thereto.

Rule 21. That the Chairman shall, on all occasions, have a casting vote in addition to his own vote as a Chamber Member.

Rule 22. That in the absence of the Chairman at any Meeting one of the other Committee Members, other than the Honorary Secretary, be elected to fill his place at such Meeting.

Rule 23. That the Honorary Secretary shall be bound to call a Special General Meeting on receiving a requisition to that effect signed by two Chamber Members, all notices of motions to be put forward and supplied to Members seven days before the Meeting.

Rule 24. That voting by proxy be not allowed.

Rule 25. That voting by Chamber Members whose subscriptions are in arrears be not allowed.

Rule 26. Chamber Members can appoint only a British European representative of their firm to vote on their behalf at Meetings and who must be either a Partner, Director, an Assistant signing Per Procuration or a duly authorised Agent. Except in the case of foreign firms who are Chamber Members under Rule 3 who will be represented at Meetings by a full powered European (subject to Rule 5).

Rule 27. There shall be an Annual General Meeting of the Chamber held as soon as possible after 30th June in each year and not later than 31st August of which notice shall have been given seven days previously by circular to all Members of both classes advising business to be transacted ; such Annual General Meeting shall receive the report of the Committee and statement of accounts which will have been circulated with the notice calling the Meeting. The Meeting will consider and, if necessary, take action with reference to any business or motion of which due notice shall have been given.

Rule 28. That an Annual Report be drawn up of the Proceedings of the Annual General Meeting and upon being approved, be printed and circulated.

Administration.

Rule 29. The business of the Chamber and the administration of its funds shall be managed by a Committee consisting of a Chairman, Honorary Secretary and two other Chamber Members to be appointed annually by ballot as provided for in Rule 30.

Rule 30. At time of circulating the notice calling the Annual General Meeting, ballot papers shall be issued to all Chamber Members for the election of the Chairman, Honorary Secretary and two Chamber Members to form the Committee for the ensuing year ; the New Committee

will be secretly balloted for in the same manner as provided for in Rule 12, the result to be announced at the Annual General Meeting. Retiring Members of the Committee shall be eligible for re-election.

Rule 31. That the funds of the Chamber be paid as realised into the Imperial Bank of India and shall be available by cheques signed by the Honorary Secretary or Chairman.

Rule 32. That ordinary expenditure be at the discretion of the Honorary Secretary and extraordinary expenditure with the sanction of the Chairman and Committee.

Rule 33. That the duties of the Honorary Secretary shall be to keep the records and accounts of the Chamber ; to collect subscriptions ; to conduct correspondence and to act generally with the sanction of the Chairman and other Members of the Committee.

Rule 34. The Committee shall have power to make, alter or revoke by-laws for carrying on the business of the Chamber, but the rules of the Chamber shall not be altered except by a majority of two-thirds of the Chamber Members present at a General Meeting of the Chamber of which seven clear days' notice has been sent by the Honorary Secretary to all Members stating the specific changes which will be proposed.

Rule 35. All the Proceedings of the Committee shall be placed before the Chamber in General Meetings.

Appointments.

Rule 36. That all appointments to offices in or on account of the Chamber shall be made by secret ballot in the manner provided by Rule 12.

Expulsion.

Rule 37. That the power of expulsion of Members of either class be reserved to the Chamber to be decided by a two-thirds majority of the Chamber Members at a Special General Meeting convened for that purpose.

Honorary Members.

Rule 38. Gentlemen being British subjects who it is thought desirable by the Committee to invite, may be elected Honorary Members of the Chamber with no right of voting.

Alteration of Rules.

Rule 39. These rules shall only be added to or altered by a two-thirds majority of the Chamber Members who must be present and entitled to vote at any Meeting of which the requisite notice has been given.

Rule 40. The foregoing rules shall be copied into a book and kept with the Records of the Chamber. They shall be printed and copies shall be distributed to all Members.

List of Holidays, 1922—Recognised by the Cochin Chamber of Commerce as Charter Party and Shipping Order Holidays for 1922.

Close Holidays when Custom House is not open.

Sundays	...	... ...
New Year's Day	...	Sunday 1st, and Monday 2nd January.
Christmas	...	Monday, 25th December.
Good Friday	...	Friday, 14th April.

Holidays when Custom House is open for two hours.

Tuesday, the 10th January	...	Vaikunta Ekadesi.
Friday, the 13th January Saturday, the 14th January	}	Pongal.
Friday, the 24th February	...	Mahasivaratri.
Saturday, the 15th April Monday, the 17th April	}	Easter.
Wednesday, the 29th March	...	Telugu New Year's Day.
Thursday, the 13th April	...	Tamil New Year's Day.
June *	...	King Emperor's Birthday.
Monday, the 29th May	...	Ramzan.
Friday, the 4th August	...	Bakr-id.
Monday, the 7th August	...	Avani Avittam.
Thursday, the 17th August	...	Sri Jayanti.
Saturday, the 26th August	...	Vinayaka Chaturthi.
Thursday, the 21st September	...	Solar Eclipse.
Wednesday, the 20th September	...	Mahalaya Amavasya.
Friday, the 29th September	...	Ayudha Puja.
Thursday, the 19th October	...	Deepavali.
Thursday, the 2nd November	...	Bara-Wafat.
Tuesday, the 26th December Wednesday, the 27th December Friday, the 29th December Saturday, the 30th December	}	Christmas.

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* The day will be notified in due course.

Special Malabar Holidays.

"Vishu"	...	April 13th.
"Corpus Christi"	...	June 15th.
"Onam"	...	September 16th.

Non-Weather working Lay Days in Cochin.

During inclement weather the Cochin Chamber of Commerce in consultation with the Port Officer will decide as to what may or may not be considered as a weather-working day.

N.B.—The procedure under this Rule is to be as follows:—

When the parties interested cannot agree as to whether a day is a weather-working day or not, the matter shall be represented on the same day to the Chamber of Commerce and if it is agreed with the Port Officer that, by reason of inclement weather, the day should be declared a non-weather working day, the Chamber of Commerce shall forthwith declare it to be so and place it on record for further reference if necessary.

Sundays and Charter-Party Holidays in Relation to Mercantile Contracts.

Goods falling due for delivery on a Sunday or on a Charter-Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter-Party and Shipping Holiday, as the case may be.

The foregoing Charter-Party Holidays, and non-working weather lay days apply only in the case of vessels working under a Charter-Party and do not apply to coasters and liners serving the port, with the exception of the following special days which will be close holidays for the port:—

New Year's Day.
Good Friday.
Easter Sunday.
Easter Monday.
Whitsunday.
Christmas Day

COCHIN,
1st January, 1922.

LANDING AND SHIPPING FEES.

Revised Schedule of Rates—Port of Cochin.

NOTIFICATION.

Under sections 4 and 6 of the Madras Outports Landing and Shipping Fees Act, 1885 (III of 1885), as amended by the Madras Acts No. VIII of 1914, No. I of 1916 and No. V of 1919, the Governor in Council hereby notifies that, on and after the 1st December, 1921, fees at the following rates will be levied on goods landed from or shipped into any vessel lying or being within the limits of the port of Cochin, in the district of Malabar, in supersession of all previous notifications on the subject, and that the said fees shall be assessed and paid in accordance with the following rules which supersede all rules previously issued under section 6 of the said Act for observance at the port of Cochin:—

Items.	Names of Articles.	Unit.	Proposed Rate.		
			RS.	A.	P.
1	Apparel (not being passengers' baggage)...	Wearing Apparel, per ton of 50 c.ft....	1	0	0
2	Animals ...	Bullocks and other horned cattle, ea.	1	0	0
		Calves under one year „	0	4	0
		Pigs, goats, sheep and all small animals ... ... each	0	2	0
		Dogs ... ... „	1	0	0
		Horses ... ... „	2	0	0
3	Arms and Ammunition ...	Per ton of 50 c.ft.	2	0	0
4	Birds ...	Poultry or game, turkeys and geese, each	0	2	0
		All other birds ... „	0	1	0
5	Bamboos	Per 100	0	4	0
6	Bamboo blinds ...	„ 25	0	4	0
7	Bark	„ bag or bale	0	4	0
8	Betel-nuts	„ bag	0	2	0
9	„ chang ...	„ package	0	4	0
10	Benjamin	„ „	0	4	0
11	Bedsteads	Each	0	4	0
12	Books (including all other printed matter and materials) ...	Per ton of 50 c. ft.	1	0	0
13	Bones	„ 20 cwts.	1	0	0
14	Bran	„ 20 „	0	8	0
15	Building materials	Tiles and bricks ... per 100	0	2	0
		All other sorts, except timber, per ton of 20 cwts.	1	0	0
16	Bricks and tiles ...	Per 100	0	2	0
17	Cabinetware (not otherwise enumerated) ...	Per ton of 50 c.ft.	1	0	0
18	Camphor	„ 50 „	1	0	0
19	Candles...	„ 20 cwts.	1	0	0
20	Canes and rattans	Bamboos ... ... per 100	0	4	0
		Singapore rattans ... „	0	1	0
21	Canoes and spars ...	Per ton of 50 c.ft.	1	0	0
22	Canvas	„ 80 „	1	0	0
22*a*	Cape Comorin sand ...	„ 20 cwts.	1	0	0
23	Carriages ...	Four-wheeled ... each	4	0	0
		Two „ (including motor cycle) „	2	0	0
		Motor cycle with sidecar „	3	0	0
		Country carts ... „	1	0	0
		Bicycles ... ... „	1	0	0

Revised Schedule of Rates of Landing and Shipping Fees—(*contd.*)

Items.	Names of Articles.	Unit.	Proposed Rate. RS.	A.	P.
23	Carriages ...	Tricycles ... ... each	1	8	0
		Perambulators, four-wheeled „	1	0	0
		„ three „ „	0	8	0
		Manchil ... ... „	0	4	0
		Palanquin ... ... „	1	0	0
		Motor parts and accessories, per ton of 50 c.ft.	1	0	0
24	Casks ...	Casks, empty (wooden) ... each	0	1	6
		Casks empty (iron), per ton of 20 cwts.	1	0	0
		Wooden materials of empty casks, per ton of 50 c.ft.	1	0	0
		Iron hoops for empty casks, per ton of 20 cwts.	1	0	0
25	Cattle food	Per package	0	2	0
26	Cement	„ ton of 20 cwts.	1	0	0
27	Chalk	„ package	0	2	0
28	Charcoal	(Including coal, coke and patent fuel), per ton of 20 cwts. ...	0	8	0
29	Chemical products ...	Per ton of 20 cwts.	1	0	0
30	Chillies	„ 20 „	1	0	0
31	Chinese and Japanese Ware	Per large case	0	4	0
		„ small „	0	2	0
32	Cigars	„ case	0	2	0
		„ bag or bundle	0	2	0
33	Coal	(Including charcoal, coke and patent fuel), per ton of 20 cwts. ...	0	8	0
34	Cocoanuts	Per 100	0	1	0
35	Coir	(Including fibre, yarns and matting) per ton of 20 cwts.	1	0	0
36	Coffee	Per ton of 20 cwts.	1	8	0
37	„ husk	„ 20 „	1	0	0
38	Coprah	„ 20 „	1	0	0
39	Coral stone	„ 20 „	1	0	0
40	Cotton	Piece-goods—			
		Per bale or case ... large	0	8	0
		„ „ ... small	0	4	0
		Per parcel	0	1	0
		Twist—			
		Per bale or case ... large	0	8	0
		„ „ ... small	0	4	0
		Per parcel	0	1	0
		Raw Cotton—			
		Per ton of 20 cwts.	1	0	0
41	Dammer	(Including tar and pitch), per ton of 20 cwts.	1	0	0
42	Dates	Per ton of 20 cwts.	1	0	0
43	Drugs and medicines.	Per ton of 50 c.ft in cases ...	1	0	0
		Per ton of 20 cwts. in bags or bundles, in casks or kegs ...	1	0	0
44	Dyeing and colouring materials ...	Per ton of 50 c.ft. in cases ...	2	0	0
		Per ton of 20 cwts., in bags or bundles and in casks, kegs or drums	2	0	0

Revised Schedule of Rates of Landing and Shipping Fees—*(contd.)*.

Items	Names of Articles.	Unit.	Proposed Rate.		
			RS.	A.	P.
45	Earthenware—				
	Earthenware, country	Small ... ... per 5	0	0	2
		Large ... ... each	0	0	3
	Earthenware, china ...	Per roll	0	0	6
	Porcelainware ...	Per ton of 50 c.ft.	1	0	0
	All other sorts not enumerated ...	„ 50 „	1	0	0
46	Eggs	Per 100	0	1	0
47	Feathers	Per ton of 20 cwts.	2	0	0
48	Fibres	(Including yarns and rope), per ton of 20 cwts.	1	0	0
49	Firewood	Per ton of 20 cwts.	0	8	0
50	Fireworks ...	„ large case or bundle ...	0	8	0
		„ small „ „	0	4	0
		„ parcel	0	1	0
51	Fish	„ ton of 20 cwts.	1	0	0
52	Fruits ...	„ „ 20 „	1	0	0
		Per parcel including vegetables ...	0	0	6
53	Furniture	Almirah, per ton of 50 c.ft. ...	1	0	0
		Bedsteads ... each	0	4	0
		Chest of drawers, per ton of 50 c.ft.	1	0	0
		Chairs ... ... each	0	1	0
		Sofas ... ... „	0	4	0
		Tables ... ... „	0	4	0
54	Ghee	One tin	0	1	0
55	Ginger	Per ton of 20 cwts. or 50 c.ft. ...	1	0	0
56	Glassware	„ 50 c.ft.	1	0	0
57	Gold thread or lace ...	Per Rs. 500 worth or fraction thereof	0	8	0
58	Grain and pulse ...	Per ton of 20 cwts.	1	0	0
59	Gums and resins ...	„ 20 „	1	0	0
60	Gunnies	Gunny bags, per 100 in bales, bundles or loose	0	2	0
		Gunny cloth, per bale	0	8	0
61	Haberdashery	Per ton of 50 c.ft.	1	0	0
62	Hardware and cutlery ...	„ 20 cwts.	1	0	0
63	Hides and skins ...	„ 20 „	1	0	0
64	Horns	„ 20 „	1	0	0
65	Hooka shells ...	„ in kollies or per ton of 50 c.ft. in cases	1	0	0
66	Jaggery	Per ton of 20 cwts.	1	0	0
67	Jewellery	Per Rs. 500 worth or fraction thereof.	1	0	0
68	Lac	Per ton of 20 cwts.	1	0	0
69	Leather, manufactured or tanned	„ 50 c.ft. in cases ...	1	0	0
70	Liquor—	Per ton of 20 cwt. in bundles ...	1	0	0
	Ale, beer and porter ..	Per ton of 50 c.ft.	1	0	0
	Wines and spirits ...	„ 50	2	0	0
71	Machinery and Millwork.	Per ton of 20 cwts.	1	0	0
72	Manures	„ 20 „	0	8	0
73	Matches	Per ton of 50 c. ft.	1	0	0
74	Mats ...	„ 20 cwts.	1	0	0
75	Metals	Metal goods, including plates for kerosene oil tins and other metals, per ton of 20 cwts.	1	0	0
		Copper pots and metal pots, per ton of 20 cwts.	1	8	0
		Copper and tin slabs and ingots, per ton of 20 cwts.	1	8	0
		Enamelledware, per ton of 50 c.ft. ...	1	0	0
		Aluminium ware „ 50 „ ...	1	0	0

Revised Schedule of Rates of Landing and Shipping Fees—(*contd.*).

Items.	Names of Articles.	Unit.	Proposed Rate.		
			RS.	A.	P.
76	Molasses (solidified) ...	Per ton of 20 cwts.	1	0	0
77	Musical Instruments ..	„ 50 c.ft.	1	0	0
78	Myrabolams ...	„ 20 cwts.	1	0	0
79	Oils ...	Oils in cases, casks or drums per ton of 20 cwts.	1	0	0
		Kerosene oil in bulk per ton of 270 gallons	1	4	0
		Kerosene oil, in cases of 8 gallons, each	0	0	8
		Kerosene oil in tins of 4 gallons, per 2 tins	0	0	8
		Lubricating oil, per ton of 20 cwts. ...	1	0	0
		Motor spirits, per 8 gallons ...	0	1	0
80	Oil cakes	Per ton of 20 cwts.	0	8	0
81	Oilmanstores ...	„ 50 c.ft.	1	0	0
82	Onions and garlic ...	„ 50 „	1	0	0
83	Paints and colours ...	„ 20 cwts.	1	0	0
84	Paper	„ 50 c.ft.	1	0	0
85	Phenyle and disinfectants	„ 50 c.ft. or 20 cwts. ..	1	0	0
86	Piece-goods... ...	(*vide* under cotton and silk ...	...	...	...
87	Pepper	Per ton of 20 cwts.	1	0	0
88	Perfumery	„ 50 c.ft.	1	0	0
89	Plants	Per 5	0	1	0
90	Provisions (except provisions for the use of ships) ...	Per ton of 50 c.ft.	1	0	0
91	Railway materials ...	„ 20 cwts.	1	0	0
92	Rubber	„ 50 c.ft.	1	0	0
93	Salt (including saltpetre).	„ 20 cwts.	0	8	0
94	Scientific apparatus and instruments ...	„ 50 c.ft	1	8	0
95	Seeds	„ 20 cwts.	1	0	0
96	Shells (including cowries)	„ 20 „	1	0	0
97	Shark fins	„ 20 „	1	0	0
98	Silk ...	Raw silk and silk piece-goods per ton of 50 c.ft.	6	0	0
99	Soap	„ 20 cwts.	1	0	0
100	Soojee, flour and sago...	„ 20 „	1	0	0
101	Spices—				
	Cardamoms and condiments ...	Per ton of 50 c.ft. in cases and per ton of 20 cwts. in bags or bundles ...	1	0	0
	Rampatry and wild mace ...	Per ton of 20 cwts.	1	8	0
	All other sorts of spices	„ 20 „	1	0	0
102	Stationery	„ 50 c.ft.	1	0	0
103	Sugar	„ 20 cwts.	1	0	0
104	Sugarcandy ...	„ 20 „	1	0	0
105	Tamarind	„ 50 c.ft. or 20 cwts. ...	1	0	0
106	Tar (including pitch and dammer) ...	„ 20 cwts.	1	0	0
107	Tarpaulins	Each	0	2	0
108	Tea	Per ton of 50 c.ft.	1	0	0
109	Telegraph materials ...	„ 20 cwts.	1	0	0

Revised Schedule of Rates of Landing and Shipping Fees—(*contd.*).

Items	Names of Articles.	Unit.	Proposed Rate.		
			RS.	A.	P.
110	Timber—				
	Sandalwood ...	Per ton of 20 cwts.	1	0	0
	Logs of ebony and blackwood ...	„ 50 c.ft.	1	0	0
	Other timber ...	Per Malabar candy	0	4	0
111	Tins, empty ...	Per 25	0	1	0
112	Tobacco, unmanufactured, in packages ...	Per ton of 20 cwts.	1	8	0
	Tobacco, manufactured	„ 50 c.ft.	2	0	0
113	Toys	„ 50 „	1	0	0
114	Treasure (including bullion)	Per Rs. 100 worth or less ...	0	2	0
115	Turmeric	Per ton of 20 cwts. or 50 c.ft. ..	1	0	0
116	Turpentine ...	„ 20 „	1	0	0
117	Twine	„ 20 „ or 50 c.ft. ...	1	0	0
118	Typewriter—				
	Parts and accessories	„ 50 c.ft.	1	0	0
119	Umbrellas	„ 50 „	1	0	0
120	Vegetable	(*vide* under fruits)	..	..	..
121	Wax	Per ton of 20 cwts.	1	0	0
122	Wool, raw and manufactured	„ 50 c.ft.	1	0	0
123	Wood	(*vide* under timber)	...	...	...
124	Articles not specially enumerated (other than passengers' baggage ships' provisions and stores). Articles not enumerated in the schedule. ...	Per ton of 50 c.ft.	1	0	0
	„ „ ...	„ 20 cwts.	1	0	0
	Packages of miscellaneous goods not easily separated and classified under the several specified headings.	Per large case or bale	0	8	0
	„ „ ...	Per parcel	0	1	0
	„ „ ...	Per small case or bale	0	4	0

Note.

1. Passengers' personal baggage and bedding, and provisions and stores for the use of ships are free.

2. (*a*) A large case or bale is one exceeding 10 cubic feet.
(*b*) A small case or bale is one measuring 10 cubic feet or less.
(*c*) A parcel is a case or bale not exceeding 2 cubic feet.
(*d*) A large pot is one containing over 4 gallons.
(*e*) A small pot is one containing 4 gallons or less.
(*f*) When fees are levied by cases, bales or packages not exceeding a specified size, larger cases or bales will be charged double fees unless payment of 50 cubic feet is allowable.
(*g*) The minimum fee charged in any one instance shall be one anna.
(*h*) Rate for fractions of quantities—

(1) Five cwts. or 12½ cubic feet and less to be charged at quarter rates.

(2) Above 5 cwts. or 12½ cubic feet and up to and inclusive of 10 cwts. or 25 cubic feet to be charged at half rates.

(3) Above 10 cwts. or 25 cubic feet to be reckoned as one ton.

(*i*) The rate for items charged for by number will be for the whole unit or part thereof.

Rules.

1. All goods intended for shipment or landing within the port of Cochin shall be placed at such place or places as the Port Officer may, from time to time, by a notice affixed to the port office, appoint for the assessment of the fees payable under the Act.

2. All goods intended for shipment will be assessed on export application and the dues must be paid before the shipping bill is passed in the custom house.

3. All goods landed within the limits of the port will be assessed on import application and payment must be made before the goods are cleared by the consignee.

4. In cases of dispute as to weight or measurement, the weight shown in the bill of lading or the original invoice upon which freight has been paid will be deemed to be the correct tonnage.

5. Goods returned from vessels for reasons beyond the control of shippers, whether damaged or not, will be allowed to be re-landed free, provided the re-landing pass is submitted to the proper authorities within 24 hours from the time of re-landing.

The shipping dues paid on these goods may also be refunded, provided the same goods are re-shipped and shipping dues paid on them again.

6. Goods allowed to be transhipped must pay the same dues as if they were actually landed and shipped.

7. No refunds of landing or shipping dues paid on goods shortlanded or shipped will be made unless the claims therefor are preferred before the expiry of six months from the date of payment of such dues.

8. If any vessel or drift fouls any pier, wharf, jetty or quay in the port and thereby causes damage thereto, the Port Officer shall forthwith require an officer of the Public Works Department not lower in rank than the Executive Engineer of the division in which the port is situated, to assess the amount of damage so caused. A notice specifying the amount of damage so assessed and demanding its payment shall be served on the master or owner of the vessel or the owner of the drift. If the damage caused is by drift and the owner of such drift is unknown and cannot be ascertained, the notice of the demand shall be posted up in a conspicuous place in the local port office or custom house. Within one week after the service or the posting of the notice of demand as the case may be, the said amount shall be paid. It shall be lawful for the Port Officer to seize the vessel or drift which causes damage immediately the damage has been caused together with the tackle, apparel or furniture belonging to the vessel and detain the same till the amount is paid; and if within three days after the expiry of the week fixed for payment specified in the notice the amount together with the cost of seizure or detention is not paid, the Port Officer or Conservator may sell the vessel or tackle, apparel or furniture or the drift and, out of the sale-proceeds pay to the credit of the Government the amount of damage and the costs of seizure, detention and sale, rendering to the owner or master the overplus, if any, on demand.

COCHIN TONNAGE SCALE.

As Revised and Approved of by the Chamber of Commerce, 30th June, 1922.

Goods.	Packages.	Shipping Ton.
Arrowroot ...	Cases ...	50 cubic feet.
„ ...	Bags ...	16 cwts. nett.
Bees' wax ...	Cases ...	50 cubic feet.
„ ...	Bags ...	16 cwts. nett.
Betel-nut ...	„ or mats ...	16 „
Bonemeal ...	Bags ...	20 „
Bone grists ...	„ ...	17 „
Black wood ...	In square logs ...	50 cubic feet.
Cardamoms ...	Robbins ...	10 cwts. nett.
„ ...	Bags ...	10 „
„ ...	Cases ...	50 cubic feet.
Cassia ..	Bales ...	800 lbs. nett } 50 cubic
Cinnamon ...	„ ...	800 „ } feet.
„ ...	Cases ...	50 cubic feet.
Citronella oil ..	„ drums or tanks ..	50 „
Cocoanut oil ...	Casks ...	14 cwts. nett.
Coculus indicus ...	Robbins ...	14 „
„ ...	Bags ...	16 „
Coffee ...	Casks ...	16 „
„ ...	Bags ...	18 „
„ ...	Cases ...	50 cubic feet.
Coir, yarn and fibre ...	Pressed bales ...	50 „
„ „ ...	Bundles or coils ...	8 cwts. nett.
„ „ ...	Dholls not exceeding 4 lbs.	10 „
Coir matting ...	Rolls ...	50 cubic feet.
„ mats ...	Bundles ...	50 c.ft. plus 10 per cent.
„ rope ...	Coils ...	8 cwts. nett.
„ fenders ...	Loose ...	8 „
„ yarn ...	Ballots ...	7 „
„ fibre ...	Dholls ...	7 „
„ „ ...	Ballots ...	7 cwts.
Coprah ...	Robbins ...	10 „ nett.
„ ...	In pressed bales ...	50 cubic feet.
„ ...	Bulk ...	10 cwts. nett.
„ ...	Bags ...	10 „
„ ...	„ each cup cut in 4 pieces.	12 „
Cotton ...	Pressed bales ...	50 cubic feet.
Cowries ...	Bags or cases ...	20 cwts. nett.
Cutch ...	Cases ..	50 cubic feet.
„ ...	Bags or baskets ...	16 cwts. nett unscrewed.
Cinchona ...	Bales ...	50 cubic feet.
Castor oil ...	Casks ...	14 cwts. nett.
„ meal ...	Bags ...	16 „
Cashewnuts ..	„ ...	14 cubic feet.
„ ...	Cases ...	50 „
Canes ...	Gunny bundles ...	50 cubic feet.
Capsicums ...	Bags ...	10 cwts. nett.
Dry salted skins ...	Bales ...	50 cubic feet.
Elephants' teeth ...	Cases ...	50 „
„ „ ...	Bundles ...	18 cwts. nett.
„ „ ...	Loose ...	20 „
Fish oil ...	Casks ...	14 „
Ginger ...	Cases ...	50 cubic feet.

Cochin Tonnage Scale—(*contd.*).

Goods.	Packages.	Shipping Ton.
Ginger ...	Bags ...	12 cwts. nett.
„ ...	Casks ...	8 „
Gingelly seed ...	Bags ...	20 „
Gums of all kinds ...	Cases ...	50 cubic feet.
Groundnuts, shelled ...	Bags ...	20 cwts. nett.
„ unshelled ...	„ ...	12 „
Hemp ...	Screwed bales ...	50 cubic feet
Hides ...	Unpressed ...	12 cwts. nett.
„ green ...	„ ...	20 „
„ dry ...	Bales ...	50 cubic feet.
Horns, buffalo and cow ...	Loose ...	16 cwts. nett.
„ deer ...	„ ...	12 „
Hoofs ...	Bags ...	20 „
Lemon grass oil ...	Cases, drums or tanks ...	50 cubic feet.
Linseed ...	Bags ...	18 cwts. nett.
Mica ...	Cases ...	50 cubic feet.
Myrabolams ...	Bags ...	16 cwts. nett.
Marotti seeds ...	„ ...	15 „
Mangoes (pickled) ...	Barrels ...	14 „
„ (sliced) ...	Bags ...	12 „
Nux vomica ...	Robbins ...	14 „
„ ...	Bags ...	20 „
Nutmegs ...	Cases ...	50 cubic feet.
Oil-seeds ...	Bags ...	17 cwts. nett.
Other oils ...	Cases, drums or tanks ...	50 cubic feet.
Pepper ...	Bags ...	16 cwts. nett.
„ ...	Robbins ...	14 „
Plumbago ...	Bags or barrels ...	20 „
Poonac (cake) ...	Bundles or bales ...	20 „
„ (broken) ...	Bags ...	17 „
Palmyra fibre ...	Pressed bales ...	50 cubic feet.
„ ...	Bundles ...	8 cwts. nett.
„ ...	Ballots ...	50 cubic feet.
Rice ...	Bags ...	20 cwts. nett.
„ bran ...	„ ...	20 „
Rubber seeds ...	„ ...	8 „ (54 lbs.).
„ Latex in liquid ...	Cases ...	50 cubic feet.
Saltpetre ...	Bags ...	20 cwts. nett.
Sandalwood chips and roots.	Bundles ...	8 „
Sandalwood other classes and sapanwood.	„ ...	11 „
Sugar ...	Bags ...	20 „
Tallow ...	Casks and cases ...	18 „
Tea ...	Chests ...	50 cubic feet.
„ refuse ...	Bags ...	17 cwts. nett.
Timber (all kinds), square logs or planks.	.....	50 cubic feet.
„ round logs ...	.....	50 „
„ otherwise ...	.....	20 cwts. nett.
Tamarind ...	Bundles ...	17 „
Turmeric ...	Bags ...	14 „
Trichy phosphates ...	„ ...	20 „
Wheat ...	„ ...	20 „
„ ...	Mooras ...	18 „
Wet salted skins ...	Casks ...	50 cubic feet.

Coir junk, horns, oil-breakers, hides, loose and all packages not exceeding 56 lbs. gross may be taken as broken stowage at half freight.

RULES AND REGULATIONS

FOR

MEASURING CARGO.

Brought into force from the 1st of September, 1892.

1. No measurements to be accepted except such as are taken by the Sworn Measurer appointed by the Chamber.

2. A fee—the amount of which shall in no case exceed ½ anna a bale, but which may be regulated by the Chamber from time to time to meet necessary expenses—shall be levied on bales shipped, for which the attendance on the Sworn Measurer has been required.

3. The Measurer shall measure not less than 5 bales in every hundred. In measuring, the callipers are to take in the rope or iron on the one side of bale, and leave it out on the other,—⅛th inch to be given and taken alternately.

4. The Measurer shall give a certificate of measurement which must be produced by the shipper when applying for Bills of Lading.

5. Should any doubt arise as to the bales being of the customary weight (*viz.*, 3 cwts. nett Coir Yarn; 200 lbs. nett Coir Fibre), the Measurer is empowered to weigh any such bales, and in the event of there being any difference in weight, separate measurements must be taken.

6. No measurements shall be held good unless such as are taken by callipers bearing the Chamber's stamp.

7. In case of dispute as to measurements, the Master Attendant be requested to measure the disputed package or packages, and his decision shall be considered final; the party found to be in error shall pay a fee of Rs. 15.

8. Measurements are to be taken where merchandise is stored ready for shipment.

9 The charge for measurement shall be defrayed by the ship.

Weighing Grain Cargo (Inward).

Cargo to be weighed on shore, and unless otherwise specially arranged, each lighter from vessel to call at Custom House and there weigh not less than 10 bags (not selected separately, but in tires or running landing numbers), and the average of such weights on a whole parcel to be taken as the weight for calculating freight. In the event of any lighter failing to stop at Custom House or at any other landing place previously arranged, vessel to have the option of recovering freight on the contents of any such lighter or lighters at Bills of Lading weight.

For bulk cargoes it is the custom for consignees to send on board empty gunnies for removing cargo, and same to be weighed on shore as before mentioned.

List of Fee for Measuring.

Bales of Coir Yarn, Fibre, etc.	6 pies.
Rolls of Coir Matting	6 „
Bundles of Coir Mats	6 „
Ballots and Bundles of Palmyra Fibre	6 „
Logs	2 annas.
Scantlings, Shooks, Drums, etc.	4 pies.
Cases	2 „

Coir Mats and Matting.

All Measurement Certificates to bear the following declaration made by Shippers, *viz.*:—

"We declare that the packages measured as stated in Certificates are to be shipped per SS._____and that the measurements given are true and correct."

Rate of Port Dues for Eastern and Western Group Ports (except Cochin).

Vessels chargeable.	Rate of Port Dues per ton.	Due how often chargeable in respect of the same vessel.
Foreign Vessels.		
(*a*) A foreign ship or steamer, engaged in trade with the Straits Settlements, calling at any one Port in the Eastern or Western Group.	Four annas	The payment of the due at the Port will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that Port.
(*b*) Any other foreign ship or steamer calling at any one Port in the Eastern or Western Group.	Four annas	The due is payable on each entry into the Port.
(*c*) A foreign ship or steamer engaged in trade with the Straits Settlements, calling at more than one Port in the Eastern or Western Group.	Five-and-a-half annas	The payment of the due at the first Port called at in the Group will exempt the ship or Steamer for a period of 60 days from liability to pay the due again at that or any other Port in the Group.
(*d*) Any other foreign ship or steamer calling at more than one Port in the Eastern or Western Group.	Five-and-a-half annas	The due is payable once for the voyage.
Coasting Vessels.		
(*e*) A coasting ship calling at any Port ...	Two annas	The payment of the due at the Port will exempt the ship for a period of 60 days from liability to pay the due again at that Port.
(*f*) A coasting steamer calling at one or more Ports in the Eastern or Western Group.	Four annas	The payment of the due at the first Port called at in the Group will exempt the steamer for a period of 30 days from liability to pay the due again at that or any other Port in the Group.

PORT DUES FOR THE PORT OF COCHIN.

Vessels Chargeable.	Rate of Port dues.	Due how often chargeable in respect of same vessel.
Sea-going vessels of 15 tons and upwards.	Foreign Vessels.	
	(*a*) In the case of a Foreign ship or steamer engaged in trade with the Straits Settlements or Ceylon calling at Cochin not exceeding three annas a ton.	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again.
	(*b*) In the case of any other Foreign ship or Steamer calling at Cochin not exceeding three annas a ton.	The due is payable on each entry into port.
	Coasting Vessels.	
	(*c*) In the case of a coasting ship calling at Cochin, not exceeding one anna a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again.
	(*d*) In the case of a coasting steamer calling at Cochin not exceeding three annas a ton.	The due is payable once in thirty days.

Explanation.—In this schedule—

(*a*) "Ship" means a sailing vessel, and "Steamer" a steam vessel.

(*b*) "Coasting Ship" or "Coasting Steamer" means, respectively, a ship or steamer which at any port discharges cargo exclusively from, or takes in cargo exclusively for any port in the island of Ceylon or any part of India between the westernmost part of Sindh and the South-easternmost part of Burma; and "Coasting steamer" includes a coasting steam vessel having a general pass under section 164 of the Sea Customs Act 1878.

(*c*) "Foreign Ship" or "Foreign Steamer" means, respectively, a ship or Steamer not being a coasting ship or coasting steamer.

PORT DUES FOR THE PORT OF COCHIN—(*contd*).

Provided that, for the purpose of the levy of port-dues, a vessel shall not be deemed, during one and the same voyage, to be both a coasting ship or steamer and a foreign ship or steamer but port dues shall in respect of such voyage be leviable on such vessel either as a coasting or as a foreign ship or steamer, whichever rate is the higher.

Port-dues shall be levied on every sea-going vessel of the burden of 15 tons and upwards entering a port specified in the first column of the second schedule.

Provided that—

(1) A vessel entering a port in ballast and not carrying passengers shall be charged with a port-due at three-fourths of the rate mentioned in the third column of the second schedule;

(2) When a vessel enters a port, but does not discharge or take in any cargo or passengers therein (with the exception of such unshipment and reshipment as may be necessary for purposes of repair), she shall be charged with a port-due at half the rate mentioned in the third column of the second schedule;

(3) No port-due shall be levied on—

(*a*) any pleasure-yacht, or

(*b*) any vessel which, having left any port, is compelled to re-enter it by stress of weather or in consequence of having sustained any damage, or

(*c*) any vessel which, having entered any port, leaves it within forty-eight hours without discharging or taking in any passengers or cargo;

(4) the port-dues shall be levied subject to the conditions mentioned in the third column of the second schedule and to the explanation at the foot of the schedule:

(5) ports which are included within one bracket in the first column of the second schedule shall be regarded as one port for the purposes of the levy of port-dues; every vessel in respect of which such dues have been charged and paid at one port being exempted from the payment of port-dues on entering, immediately after leaving such port, another port, bracketed with it.

Note—The schedule referred to in the foregoing relates to those given in the Indian Ports Act XV of 1908.

COAST LIGHT DUES.

NOTIFICATION.

In supersession of the rates prescribed in the notification of Government, in the Marine Department No. 14, dated 13th March, 1917, published in the *Fort St. George Gazette*, dated 20th March, 1917. Part I, page 363, and in the exercise of the powers conferred on him by Section 3 (2) of the Madras Coast Lights Act (IX of 1904), the Governor in Council, with the previous sanction of the Governor-General in Council, is pleased to direct that on and after the 15th day of April, 1919, Coast Light Dues shall be levied at the rates specified in the following schedule in respect of every vessel of the burden of 30 tons or upwards making any such voyage as is described in the schedule.

Provided that, when Coast Light Dues have been paid in the case of any vessel on account of the lights in the eastern or western group, no further Coast Light Dues on account of lights in the same group shall be payable in respect of that vessel for a period of thirty days from the date on which such dues were paid.

SCHEDULE.

Vessels.	Rate per nett registered ton.
1	2
CLASS I.	
Steam-vessels departing from any port in the Presidency of Bombay, or from any port on the west coast of the south of India, and bound for, or calling at any port on the east coast of the south of India; or *vice versa*.	9 pies on account of the western, and 9 pies on account of the eastern group of coast lights.
CLASS II.	
Steam-vessels departing from any port in the Presidency of Bombay, or from any port on the west coast of the south of India, bound for or calling at any port in India, east of the eighty-sixth meridian of Longitude E.; and not calling at any port on the east coast of the south of India; or *vice versa*.	9 pies on account of the western group of coast lights.
CLASS III.	
Steam-vessels departing from any port in the Presidency of Bombay, or from any port on the west coast of the south of India, and bound for, or calling at any port outside India, east of the seventy-eighth meridian of Longitude E.; or *vice versa*.	9 pies on account of the western group of coast lights.
CLASS IV.	
Steam-vessels calling at or departing from any port in the east coast of the south of India and not included in any other class.	9 pies on account of the eastern group of coast lights.

COAST LIGHT DUES—(*continued*).

SCHEDULE—(*continued*).

Vessels.	Rate per nett registered ton.
1	2
CLASS V.	
Steam-vessels departing from any port in the Presidency of Bombay and bound for the port of Tellicherry or for any port in the Presidency of Madras, north of the port of Tellicherry; or *vice versa*.	5 pies on account of the western group of coast lights.
CLASS VI.	
Steam-vessels, not included in any other class, departing from any port in the Presidency of Bombay and bound for, or calling at, any port on the west coast of the south of India, south of the port of Tellicherry; or *vice versa*.	9 pies on account of the western group of coast lights.
CLASS VII.	
Steam-vessels, not included in any other class calling at more than one port on the west coast of the south of India, or at more than one port on the east coast of the south of India.	9 pies on account of the western or eastern group of coast lights, as the case may be.
CLASS VIII.	
Sailing-vessels	Half the rate which would be chargeable as aforesaid if they were steam-vessels.

Explanation:—For the purpose of this Schedule, the expression "South of India" means any part of India south of a line drawn from Baindur on the west, to Ganjam on the east coast of India, and the expression "Presidency of Bombay" does not include Aden.

RATES OF AGENCY AND COMMISSION AND OTHER CUSTOMS OF THIS PORT.

As revised and adopted by the Chamber at a Meeting held on the 9th July with effect from the 1st July, 1890.

	Per cent.
On the total amount of payments and receipts of an account, excepting sums on which a higher commission has been previously charged, and sums paid for Bill of Exchange on England drawn by the Agent	Half.
On purchasing and selling Bills of Exchange	One.
On subscription to Government loans, purchasing, selling, transferring, or exchanging Public Securities and Bank Shares	Half.
On obtaining enfacement of Government Promissory Notes ...	One-eighth.
On delivering up Public Securities or lodging them in any of the Public Offices	Half.
On negotiating or renewing a loan or cash credit at the Imperial Bank of India, or elsewhere	Do.
On receiving and delivering private commissions of Goods and Merchandise	Two-and-a-half.
On charge of house property and collection of rents ...	Five.
On letters of credit granted	One.
On the management of Estates for Executors or Administrators, or on becoming security for Administrators ...	Two-and-a-half.
On debts, when process of Law or Arbitration is necessary ...	Do.
If recovered by such means	Five.
On Bills of Exchange, Notes, etc., dishonoured	One.
On overdue debts collected	Two-and-a-half.
On all sales of purchases of Goods	Five.
With the following exceptions :—	
On Houses, Lands and Ships	Two-and-a-half.
On Diamonds, Pearls and Jewellery	Do.
On Treasure and Bullion	One.
On all Goods and Merchandise withdrawn, shipped or delivered to order	Half Commission.
On all other descriptions of Property for sale, if withdrawn or otherwise disposed of by the owners ...	
On Goods transferred to Auction or Commission Salesmen.	
On investing Proceeds of Sales in Goods	Two-and-a-half.
On guaranteeing Sales, Bills, Bonds, Contracts for Goods, or other engagements	Do.
On Ship's Disbursements	Do.
On Ship's Disbursements, when an outward Commission on Freight or Passage-money is earned	Five.
On chartering Ships or engaging Tonnage for other parties ..	Two-and-a-half.
On the amount of the Freight or Passage-money earned by Ships, by charter or otherwise, whether the same shall pass through the Agent's hand or not	Five.
When the Commission of 2½ per cent. on the inward Freight, paid at Home or in Cochin, does not in the case of steamers, *via.*, the Suez Canal, exceed Rs. 100, then that sum shall be charged—	
On effecting Insurance, whether on Lives or Property ...	Two-and-a-half.

	Per cent.
On settling Insurance, claims, losses and averages of all classes, whether in Lives or Property and on recoveries of returns of Premium	Two-and-a-half.
On negotiating Bottomry or Respondentia Bond	Do.
On attending the delivery of contract Goods	Two.
On receiving Passage-money by ships entered inwards ...	One.
On realizing Freights	Two-and-a-half.
On arranging and superintending the transhipment of cargo on the amount of Freight so re-engaged	Five.
On the management of vessels chartered elsewhere for the conveyance of coolies or troops on amount of Passage-money	Two-and-a-half
For acting in the capacity of Trustee on the income of the Trust Fund	Do.
On landing and re-shipping Goods from any vessel in distress, or on landing and selling by auction damaged Goods, from any such vessel and acting as Agent for the Master on behalf of all concerned on the declared value of all such Goods as may be re-shipped and on the nett proceeds of all such Goods as may be publicly sold ...	Do.
Brokerage on Freight engaged	Half.

On receiving and transhipping Goods, Rs. 2 per ton.

When the Freight is payable in sterling, the commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for six months' sight Bank Bills when the Freight is by sailing ships and at the rate for three months' sight Bank Bills when by steamer.

On ships leaving the Port in ballast, which have been consigned inward upon the English nett registered tonnage, 6 annas per ton.

On steamers leaving the Port in ballast, which have been consigned inward upon the English nett registered tonnage, 8 annas per ton.

On ships leaving the Port in ballast, which have been consigned inward and outward upon the English nett registered tonnage, 12 annas per ton.

On steamers leaving the Port in ballast, which have been consigned inward and outward upon the English nett registered tonnage, Re. 1 per ton.

When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency, and when in sterling, at the rate provided for under the Rule which fixes the rate "on procuring Freight."

With respect to a steamer or sailing vessel partially discharged which does not return to this Port for cargo on her homeward voyage, the rate shall be 8 annas a ton on every ton discharged, provided the total amount exceeds Rs. 100, failing which Rs. 100 shall be charged.

The conversion into Indian currency of sterling Freight payable in India shall, unless otherwise stipulated, be made at the rate for Bank Bill on London payable on demand; and the rate ruling at the close of a Mail shall be the rate applicable to such purpose during the subsequent week.

Brokerage on a forward contract shall be payable on the completion of the transaction.

That Rs. 2 per shipping ton is a fair and legitimate rate of commission for the receiving and shipping of Merchandise on which there is no charge, but for the simple cost of transhipping.

That it shall be considered the custom of this Port that no return commission is payable on Freight engaged for firms out of Cochin, it being open of course to Agents to make their own arrangements with shippers.

Two-and-a-half per cent. commission on Bills of Lading Freight at *par* of exchange is payable on shipments by sailing-vessel to London, but no such return on shipments to Continent and America nor on cargo per steamer.

SURVEY REPORTS AND ARBITRATION AWARDS.

Whereas it has been represented to the Cochin Chamber of Commerce that it is desirable to give Survey Reports and Arbitration Awards an official character, the following Rules (in which the word "Arbitrator" includes "Surveyor") have been passed by the Chamber for the attainment of that end:—

Rule I. Certain gentlemen, who have been nominated and unanimously elected by ballot by the Committee of the Chamber, shall be appointed Arbitrators to the said Chamber of Commerce; but the Chamber reserves the right of cancelling the first and all future appointments by a majority of votes of the Committee of the Chamber by ballot.

Rule II. References to the Chamber may be made:—

(1) If both parties to a contract state their willingness in writing to abide by the decision of the Arbitrator selected by the Committee from the above list, or subsequent additions thereto.

(2) If one of the parties to a contract state in writing that one of the conditions of the contract in dispute be that a reference lies by him to the Chamber of Commerce.

Rule III. No Arbitrator shall adjudicate in a matter in which he or his employers are interested, and no two Arbitrators connected with the same firm shall be selected to settle any dispute.

Rule IV. The Chairman shall select the Arbitrators in rotation from the authorised list, subject to the provisions of Rule III.

Rule V. One or more Arbitrators shall be appointed for the settlement of each matter under reference, according to the wishes of the person or persons referring the question to the Chamber. In the event of no special number of Arbitrators being agreed to, one only shall be appointed.

Rule VI. The names of Arbitrators shall not be made known to any persons whatever, except as provided in Rule XVIII.

Rule VII. The approved list of Arbitrators under these Rules shall be circulated annually, or whenever asked for, to all Members of the Chamber and shall be supplied to any party applying for the same.

Rule VIII. Before any Arbitration shall be entertained, a deposit of Rs. 16 for each Arbitrator, and Rs. 16 for an Umpire (in case the number of Arbitrators asked for be an even number), and Rs. 16 for the Chamber of Commerce for *each contract*, together with the value of stamp under Act I of the Indian Stamp Act, 1879, required on the Award, shall be made with the Chairman. Fees not expended will be returned to the depositor.

In cases where neither of the parties to the application shall be subscribing Members of the Chamber of Commerce, the fees payable shall be double those mentioned in the preceding part of this Rule, and the said enhanced fees shall be divided equally between the Arbitrators and Umpire of the one part and the Chamber of Commerce of the other part.

Rule IX. As soon as possible after applying for Arbitration under the Chamber's Rules, each of the parties shall submit in writing a statement of the matter in dispute ; the original of such statement shall be signed, but for the use of the Arbitrator the parties shall submit an unsigned copy of their statements.

A joint statement may be signed and sent in, but with unsigned copy thereof.

The original contract, or an attested copy, must accompany every reference.

Rule X. In the event of the Arbitrators not being able to come to a decision by a majority of votes, the Chairman shall request the next Arbitrator on the list to act as Umpire to decide the matter, and his decision shall be final, and need not necessarily agree with that of either of the Arbitrators.

Rule XI. Arbitrators and Umpires shall have the right to call for such evidence as they may deem necessary, but shall not have the right to take the opinion or assistance of Attorneys or Counsel.

Rule XII. Arbitrators and Umpires shall, as far as possible, support their Awards by a statement of the reasons upon which the same may be founded.

Rule XIII. If the seller shall have offered an allowance equal to, or more than, the allowance granted by the Arbitrator; then the whole cost of the Survey or Arbitration shall fall on the buyer. If the buyer have offered to accept an allowance equal to or less than the allowance decided by the Arbitrator, then the whole cost of the Survey or Arbitration shall fall upon the seller. If the Arbitrator awards no allowance, the whole cost of the Arbitration shall fall on the buyer. In all other cases the Award shall state which of the parties to the Arbitration is liable for the payment of the Arbitration fees.

Rule XIV. All decisions shall be submitted in writing to the Chairman who shall then, without disclosing the names of the Arbitrators, communicate the result to the parties concerned.

Rule XV. A record of all Arbitrations shall be kept in the office of the Chamber of Commerce, and shall be open at all times to the inspection of Members of the Chamber ; but such record shall not disclose the names of the parties concerned in such Arbitrations.

Rule XVI. Both the parties to an Arbitration shall, on application, be entitled to receive from the Chairman of the Chamber of Commerce a certified copy of the Award under his signature. For each copy of such certificate a fee of Rs. 3-8 shall be payable to the Chamber of Commerce.

Rule XVII. The insertion of a clause is recommended in all contracts made with dealers to the effect that in the event of any dispute, the parties to the contract agree to abide by the decision of an Arbitrator or Arbitrators, appointed by the Chamber of Commerce under its Rules for Survey Reports and Arbitration Awards; but it is decided that the insertion of such clause is optional, and that Members of the Chamber are in no way bound to submit disputes to Arbitration under these Rules in the absence of such clause in their agreements with dealers.

Rule XVIII. Should parties to an Arbitration require the attendance of the Arbitrator in a suit pending in the Law Courts in which an Award of the Chamber is to be produced in evidence, the Chairman is authorised to give the name of such Arbitrator upon receipt of a requisition by either party stating that it is for that purpose only that the information is desired.

Rates of LANDING CHARGES on Goods as agreed to between the Agents of the British India and Asiatic Steam Navigation Companies, on condition that Merchants confine their Imports to Steamers belonging to above Companies alone.

Nature of Cargo.	Per	Fair Season, between 16th Sept. and 15th May.	Monsoon, between 16th May and 15th September.		Remarks.
			Cochin.	Mallapuram.	
		RS. A. P.	RS. A. P.	RS. A. P.	
Acid in barrels	per barrel	1 0 0	1 4 0	2 0 0	
Acids in cases or crates	each.	0 10 6	0 13 3	1 5 0	
Asphalte in casks	,,	0 6 6	0 8 3	0 13 0	
Barbed Wire in reels, 1 cwt.	,,	0 3 0	0 3 9	0 6 0	
Barley in cases	,,	0 8 0	0 10 0	1 0 0	
Beede Leaves in bundles	,,	0 10 0	0 12 6	1 4 0	
Bicarb. Soda in kegs and Soda Ash in bags ...	½ cwt.	0 4 0	0 5 0	0 8 0	
Bicycles in cases of 1 bicycle	each.	1 12 0	2 3 0	3 8 0	
Biscuits in barrels	,,	0 6 0	0 7 6	0 12 0	
Do. in cases (small)	,,	0 5 0	0 6 3	0 10 0	
Do. do. (large)...	,,	1 0 0	1 4 0	2 0 0	
Black Cummin Seed in bags	pkg.	0 3 0	0 3 9	0 6 0	
Bolts in bags or kegs	cwt.	0 4 0	0 5 0	0 8 0	
Bottles in crates or cases mg. 5 c.ft. ...	each.	0 9 0	0 11 3	1 2 0	
Bran in bags	cent.	15 0 0	17 8 0	30 0 0	
Buckets in bundles (small)	each.	0 2 6	0 3 3	0 5 0	
Do. do. (large)	,,	0 3 3	0 4 0	0 6 6	
Camphor in cases	,,	0 7 0	0 8 9	0 14 0	
Candles in cases	,,	0 1 9	0 2 3	0 3 6	
Casks, heads and hoops (large)	,,	2 10 0	3 4 6	5 4 0	
Do. do. (small)	,,	1 4 0	1 9 0	2 8 0	
Do. empty (hogsheads)	,,	0 5 0	0 6 6	0 10 0	
Castor oil in casks	,,	1 4 0	1 9 0	2 8 0	
Cement in casks	,,	0 8 0	0 10 0	1 0 0	

Rates of LANDING CHARGES on Goods as agreed to between the Agents of the British India and Asiatic Steam Navigation Companies, on condition that Merchants confine their Imports to Steamers belonging to above Companies alone—(*continued*).

Nature of Cargo.	Per	Fair Season, between 16th Sept. and 15th May.	Monsoon, between 16th May and 15th September.		Remarks.
			Cochin.	Mallapuram.	
		Rs. A. P.	Rs. A. P.	Rs. A. P.	
Chalk in casks	each.	0 11 3	0 14 0	1 6 6	
Chillies in bundles weighing up to 280 lbs. ...	,,	0 6 0	0 7 6	0 12 0	
Do. over 280 lbs. up to 3¾ cwts.... ...	pkg.	0 10 0	0 12 6	1 4 0	
Copper Sheets	cwt.	0 5 3	0 6 6	0 10 6	
Coprah in bags	cent.	15 0 0	17 8 0	22 8 0	
Coriander in bags or bdles. weighing 105 lbs. ...	pkg.	0 4 0	0 5 0	0 8 0	
Cotton in bales	bale.	0 11 0	0 13 9	1 6 0	
Debdar Wood in bundles	each.	0 4 0	0 5 0	0 8 0	
Digging Forks in bdles. (about 4 c.ft.) ...	bdle.	0 8 0	0 10 0	1 0 0	
Drums, empty (small)	each.	0 8 0	0 10 0	1 0 0	
Do. do. (large)	,,	0 10 0	0 12 6	1 4 0	
Earthenware in cases of 12 c.ft.	,,	1 0 0	1 4 0	2 0 0	
Do. in crates (small)	,,	1 5 0	1 10 3	2 10 0	
Do. do. (large)	,,	2 0 0	2 8 0	4 0 0	
Felling Axes in cases (1 c.ft.)	case	0 6 0	0 8 0	0 12 0	
Flour in bags	cent.	15 0 0	17 8 0	30 0 0	
Galvanized iron sheets	cwt.	0 5 3	0 6 6	0 10 6	
Ghee in cases of 2 tins	case.	0 4 0	0 5 0	0 8 0	
Glassware in cases	each.	0 11 3	0 14 0	1 6 6	
Gorckas in bags	,,	0 3 0	0 3 9	0 6 0	
Grain (Rice, Paddy, Peas and Beans) in bag up to 1½ cwts.	cent.	12 8 0	15 8 0	22 8 0	
Gum in bags	,,	12 8 0	14 8 0	25 0 0	
Jute twine (small)	bdle.	1 0 0	1 4 0	2 0 0	

Gunnies in bales and Jute Twine	each.	1	8	0	1	14	0	3	0	0
Hardware in cases	cwt.	0	5	3	0	6	6	0	10	6
Hoes in casks	each.	1	4	9	1	10	0	2	9	6
Hogsheads in shooks	"	0	4	0	0	5	0	0	8	0
Hoop Iron in bundles	cwt.	0	3	6	0	4	6	0	7	0
Iron bars	"	0	4	6	0	5	9	0	9	0
Kegs, Nails, Rivets, etc.	"	0	4	0	0	5	0	0	8	0
Kerosene Oil in cases	case.	0	3	6	0	4	6	0	7	0
Lanterns in cases	each.	1	0	0	1	4	0	2	0	0
Lime Juice in cases	case.	0	4	0	0	5	0	0	8	0
Linseed Oil in drums (5 gallons)	drum.	0	4	0	0	5	0	0	8	0
Long Pepper in bags	each.	0	3	6	0	4	6	0	7	0
Lubricating Oil in barrels	"	1	0	0	1	4	0	2	0	0
Machinery	20 or 40 c.ft.	10	0	0	12	8	0	20	0	0
Matches in cases	each.	0	11	0	0	13	9	1	6	0
Medicines in cases	case.	0	12	0	0	15	0	1	8	0
Do. and Raisins in bundles	pkg.	0	4	0	0	5	0	0	8	0
Milk and Milkfood in cases	each.	0	2	6	0	3	3	0	5	0
Newspaper in bales (5 cwts.)	bale.	1	0	0	1	4	0	2	0	0
Nux Vomica in bags	cwt.	15	0	0	17	8	0	22	8	0
Onions in bags	bag.	0	3	0	0	3	9	0	6	0
Do. in baskets	basket	0	1	0	0	1	3	0	2	0
Paint in casks (about 3¾ cwts.)	cask.	1	0	0	1	4	0	2	0	0
Do. in kegs of 28 lbs.	each.	0	1	9	0	2	3	0	3	6
Do. in pockets	packet.	0	1	3	0	1	7	0	2	6
Paper in bales	"	0	8	0	0	10	0	1	0	0
Do. in cases (17 c.ft.)	case.	1	0	0	1	4	0	2	0	0
Pencils in cases (about 2½ c.ft.)	pkg.	0	5	0	0	6	3	0	10	0
Pickaxes in cases (about 3 c.ft.)	case.	0	9	0	0	12	0	1	2	0
Do. in casks	each.	1	0	0	1	4	0	2	0	0
Piece-goods in bales or cases	"	0	11	0	0	13	9	1	6	0
Pipes in shooks	"	0	8	0	0	10	0	1	0	0
Pitch in casks	"	0	12	0	0	15	0	1	8	0
Plates in cases	"	0	14	6	1	2	3	1	13	0
Playing Cards...	pkg.	1	0	0	1	4	0	2	0	0
Provisions in cases	each.	0	8	0	0	10	0	1	0	0

Rates of LANDING CHARGES on Goods as agreed to between the Agents of the British India and Asiatic Steam Navigation Companies, on condition that Merchants confine their Imports to Steamers belonging to above Companies alone—(*concluded*).

Nature of Cargo.	Per	Fair Season, between 16th Sept. and 15th May.	Monsoon, between 16th May and 15th September.		Remarks.
			Cochin.	Mallapuram.	
		Rs. A. P.	Rs. A. P.	Rs. A. P.	
Rails of steel	cwt	0 5 3	0 6 6	0 10 6	
Rice Bowls in casks	each.	1 5 0	1 10 3	2 10 0	
Rickshaws	,,	2 8 0	3 2 0	5 0 0	
Saltpetre in bags up to 2 cwts. ...	bag.	0 5 6	0 7 6	0 12 0	
Shelled Groundnuts weighing 182 lbs. ...	cent.	15 0 0	17 8 0	22 8 0	
Slate in cases about 5 c.ft.	case.	1 0 0	1 4 0	2 0 0	
Soap in cases of 60 bars	each.	0 5 0	0 6 3	0 10 0	
Do. do. Sunlight	,,	0 4 0	0 5 0	0 8 0	
Do. do. Crosfield	,,	0 4 6	0 5 9	0 9 0	
Do. do. Toilet about 8 c.ft. ...	,,	0 11 0	0 13 9	1 6 0	
Spirits, etc., in pipes and puncheons ...	,,	1 4 0	1 9 0	2 8 0	
Do. in h'hds.	,,	1 0 0	1 4 0	2 0 0	
Do. in barrels	,,	0 7 0	0 8 9	0 14 0	
Sugar in bags up to 2 cwts.	cent.	17 0 0	17 8 0	30 0 0	
Sugar-candy in cases (small)	case.	0 4 0	0 5 0	0 8 0	
Do. in bags weighing 1½ cwts. ...	cent.	15 0 0	17 8 0	30 0 0	
Tar in casks	,,	0 13 0	1 0 3	1 10 0	
Tea in chests	pkg.	0 10 0	0 12 6	1 4 0	
Tea Lead in cases	cent.	0 5 0	0 6 3	0 10 0	
Tin Plates in boxes	cwt	0 4 6	0 5 9	0 9 0	
Turpentine in drums	drum.	0 3 6	0 4 6	0 7 0	
Twist in bales (Bombay)	cent.	0 8 0	0 10 0	1 0 0	
Do. (Europe)	,,	0 12 0	0 15 0	1 8 0	

Umbrellas in cases	case.	1 0 0	1 4 0	2 0 0
Venesta Shooks in cases	„	0 4 0	0 5 0	0 8 0
Venesta Shooks in packages mg. 5 cubic feet ...	package.	0 6 0	0 7 6	0 12 0
Weights in casks	cent.	0 11 3	0 14 0	1 6 6
Whisky, Wines, Spirits, etc., in cases of 1 dozen quarts	„	0 3 0	0 3 9	0 6 0
White Cummin Seed in bags	„	12 12 0	15 0 0	19 0 0
Window Glass in cases	„	0 6 0	0 7 6	0 12 0
Wire Netting rolls	roll.	0 4 0	0 5 0	0 8 0
Woollen Goods in cases...	case.	1 4 0	1 9 0	2 8 0
Wax in Kegs about 320 lbs.	keg.	0 12 0	0 15 0	1 8 0

EXPORTS

Rice and paddy and choora	As. 3 per maund of 82 2/7 lbs.
Pepper when not covered by Travancore Rawannahs	Rs. 5 per candy of 500 lbs.

Total Amount of Export and Import Duties collected from 1866 to 1922.

Official Year. 1st April to 31st March.	Exports.	Imports.	Total.
	RS.	RS.	RS.
1866-67	29,606	24,737	54,343
1867-68	34,742	20,538	55,280
1868-69	70,327	21,056	91,383
1869-70	54,775	30,507	85,282
1870-71	26,227	37,200	63,227
1871-72	81,995	31,676	1,13,671
1872-73	60,845	32,584	92,639
1873-74	27,815	45,392	73,207
1874-75	31,421	20,196	51,617
1875-76	35,389	29,558	64,947
1876-77	1,056	17,904	18,960
1877-78	125	25,375	25,500
1878-79	1,667	33,060	34,727
1879-80	712	24,531	25,243
1880-81	345	18,776	19,121
1881-82	415	14,883	15,298
1882-83	93	13,788	13,881
1883-84	910	9,498	10,408
1884-85	537	13,728	14,265
1885-86	377	16,534	16,911
1886-87	357	13,499	13,856
1887-88	119	18,566	18,685
1888-89	298	19,321	19,619
1889-90	78	17,905	17,983
1890-91	316	25,256	25,572
1891-92	76	26,173	26,249
1892-93	114	25,862	25,976
1893-94	2,461	29,663	32,124
1894-95	32	43,169	43,201
1895-96	96	44,377	44,473
1896-97	9,017	35,877	44,894
1897-98	555	40,641	41,196
1898-99	1,043	42,747	43,790
1899-00	2,608	40,335	42,943
1900-01	1,303	44,953	46,256
1901-02	1,058	52,334	53,392
1902-03	484	61,675	62,159
1903-04	146	1,00,843	1,00,989
1904-05	120	1,63,049	1,63,169
1905-06	618	1,33,274	1,33,892
1906-07	4,653	1,01,543	1,06,196
1907-08	433	1,66,806	1,67,239
1908-09	3,327	2,64,022	2,67,349
1909-10	535	2,41,188	2,41,723
1910-11	447	4,20,052	4,20,499
1911-12	267	2,71,583	2,71,850
1912-13	436	2,34,032	2,34,468
1913-14	3,471	2,81,777	2,85,248
1914-15	9,570	3,58,161	3,67,731
1915-16	5,543	3,34,796	3,40,339
1916-17	54,404	3,30,045	3,84,449
1917-18	13,734	1,87,921	2,01,655
1918-19	24,706	63,608	88,314
1919-20	53,502	2,24,115	2,77,617
1920-21	62,352	4,69,401	5,31,753
1921-22	84,579	8,29,037	9,13,616

Shipping Trade of Cochin.

Official Year.	Number of Vessels Tonnage.		Total Amount of Port Dues collected.			Other Sea Customs Revenue.		
	Vessel.	Tonnage.	RS.	A.	P.	RS.	A.	P.
1865-66	1,432	121,723	8,798	5	3	...	...	...
1866-67	1,259	99,400	6,821	15	9	...	...	...
1867-68	1,642	91,869	7,205	15	0	...	...	...
1868-69	1,780	125,212	14,212	8	6	...	...	...
1869-70	1,342	136,768	14,841	3	3	...	...	...
1870-71	1,466	131,482	13,606	9	3	...	...	...
1871-72	1,686	149,345	14,815	8	0	...	...	...
1872-73	1,430	162,901	19,650	0	3	...	...	...
1873-74	1,511	123,938	14,221	3	9	...	...	...
1874-75	1,842	164,747	19,739	1	0	...	...	...
1875-76	1,639	192,693	24,123	3	0	...	...	...
1876-77	1,598	204,796	27,811	9	0	...	...	...
1877-78	1,500	209,199	28,276	13	3	1,423	15	5
1878-79	1,484	216,065	29,868	12	6	1,309	11	10
1879-80	1,135	199,189	28,811	0	0	958	2	7
1880-81	1,106	217,786	31,694	5	0	1,308	7	7
1881-82	1,279	240,460	38,598	4	6	980	0	4
1882-83	1,537	236,018	36,185	13	11	1,210	12	4
1883-84	1,864	239,501	35,303	6	9	466	14	3
1884-85	1,973	276,080	42,670	11	0	480	11	6
1885-86	1,508	328,019	38,700	10	0	976	15	11
1886-87	1,455	326,471	38,295	5	6	902	3	8
1887-88	1,707	367,409	42,933	7	3	1,158	3	8
1888-89	1,831	358,957	38,295	6	0	662	9	9
1889-90	2,255	347,825	34,790	15	6	887	15	0
1890-91	1,718	433,692	46,928	2	9	1,374	9	3
1891-92	1,614	467,377	47,382	6	9	880	12	10
1892-93	1,946	508,049	50,825	10	0	790	4	9
1893-94	1,684	485,246	48,307	5	6	805	7	3
1894-95	1,782	525,336	57,180	6	7	890	2	10
1895-96	1,552	579,380	60,564	2	3	1,100	13	5
1896-97	1,558	423,092	39,928	14	6	1,045	9	2
1897-98	1,494	439,559	49,393	4	0	1,434	2	2
1898-99	1,650	532,819	65,267	10	3	2,695	8	7
1899-00	1,459	487,130	61,400	4	9	1,405	9	4
1900-01	1,834	545,495	70,923	9	11	1,921	1	10
1901-02	1,799	535,340	64,272	14	10	1,890	8	7
1902-03	1,683	619,600	81,724	12	0	2,003	4	4
1903-04	1,471	710,431	93,919	1	1	3,218	5	1
1904-05	1,400	693,738	89,614	7	8	2,095	1	2
1905-06	1,494	736,282	92,999	15	1	3,042	6	11
1906-07	1,440	653,503	78,999	7	5	3,430	13	7
1907-08	1,571	708,384	81,866	14	2	7,676	13	10
1908-09	1,547	829,880	1,03,584	7	4	4,927	11	10
1909-10	1,502	858,691	1,06,176	14	8	4,721	10	2
1910-11	1,240	816,279	98,645	9	9	5,489	15	5
1911-12	1,246	834,770	1,07,935	4	4	7,556	3	3
1912-13	1,120	867,181	1,12,315	10	3	8,441	6	10
1913-14	1,211	834,213	1,14,309	3	0	10,358	9	6
1914-15	1,001	521,933	68,028	10	10	9,255	0	0
1915-16	1,025	398,906	46,089	0	0	6,164	11	11
1916-17	1,094	312,511	36,174	0	9	4,018	6	8
1917-18	1,236	194,446	21,953	0	0	5,202	3	4
1918-19	1,388	184,258	14,204	10	5	5,570	9	11
1919-20	1,235	317,346	32,788	10	5	6,220	1	4
1920-21	1,121	416,808	45,274	8	8	12,862	1	8
1921-22	1,055	631,120	92,234	15	8	10,573	9	10

Total Value of Exports and Imports at Cochin.

Official Year. 1st April to 31st March.	Exports.	Imports.	Balance in favour of	
			Exports.	Imports.
	RS.	RS.	RS.	RS.
1864-65	74,67,941	50,74,952	23,92,989	...
1865-66	58,70,549	54,83,373	3,87,176	...
1866-67	51,74,588	43,50,852	8,13,736	...
1867-68	71,69,256	42,03,762	29,65,494	...
1868-69	95,33,814	66,97,895	28,35,919	...
1869-70	86,33,210	54,21,587	32,11,623	...
1870-71	71,48,581	55,70,202	15,78,379	...
1871-72	1,06,28,005	61,69,285	44,58,728	...
1872-73	99,05,270	70,63,021	28,52,249	...
1873-74	89,36,444	57,97,085	31,39,359	...
1874-75	75,57,950	54,64,249	20,93,701	...
1875-76	84,39,749	59,62,275	24,77,474	...
1876-77	96,12,408	76,78,354	19,34,054	...
1877-78	90,81,112	73,65,921	17,15,191	...
1878-79	85,72,957	75,97,329	9,75,628	...
1879-80	69,73,521	39,70,529	30,02,992	...
1880-81	65,81,132	45,51,926	20,29,206	...
1881-82	66,27,878	49,05,110	17,22,768	...
1882-83	65,43,598	36,77,630	28,65,968	...
1883-84	78,21,625	48,79,862	29,41,763	...
1884-85	89,67,158	49,30,136	30,37,022	...
1885-86	78,69,647	62,54,268	16,15,379	...
1886-87	80,09,042	48,10,284	31,98,758	...
1887-88	81,54,921	50,64,419	30,90,502	...
1888-89	94,04,967	49,15,039	44,89,928	...
1889-90	91,25,457	51,79,968	39,45,489	...
1890-91	91,86,879	71,66,502	20,20,377	...
1891-92	1,08,33,950	69,97,136	38,36,814	...
1892-93	1,28,81,925	88,97,599	39,84,326	...
1893-94	1,15,42,994	78,84,093	36,58,901	...
1894-95	1,52,07,558	98,78,005	53,29,553	...
1895-96	1,61,49,003	1,01,98,371	59,50,632	...
1896-97	1,33,75,404	68,66,250	65,09,154	...
1897-98	1,39,99,281	79,07,621	60,91,660	...
1898-99	1,59,66,489	91,89,361	67,77,128	...
1899-00	1,86,76,687	1,15,04,379	71,72,308	...
1st July to 30th June				
1900-01	1,80,13,951	1,49,99,505	30,14,446	...
1901-02	1,76,91,415	1,59,07,867	17,83,548	...
1902-03	1,88,37,380	1,15,10,694	73,26,686	...
1903-04	2,05,60,570	97,13,611	1,08,46,959	...
1904-05	1,99,76,503	1,12,33,952	87,42,551	...
1905-06	2,00,49,452	1,88,27,192	12,22,260	...
1906-07	2,34,45,833	1,59,32,872	75,12,961	...
1907-08	2,22,21,517	1,69,69,174	52,52,343	...
1908-09	2,98,52,576	2,39,35,036	29,17,540	...
1909-10	3,22,91,882	2,98,67,985	24,23,897	...
1910-11	2,97,77,854	2,37,23,568	60,54,286	...
1911-12	3,85,33,201	2,48,14,118	1,37,19,083	...
1912-13	3,78,38,273	2,96,32,344	82,05,929	...
1913-14	4,33,16,802	2,67,72,237	1,65,44,565	...
1914-15	3,61 97,465	2,87,68,977	74,30,083	...
1915-16	3,70,23 942	2,18,85,768	1,51,38,174	...
1916-17	3.84.20.388	1,52,39,623	2,31,80.765	...
1917-18	2,63.33,963	1,09,84.865	1,53,49.098	...
1918-19	4,64,98,838	1,75,43,277	2,89,55,561	...
1919-20	5,20,01,384	3,02,32,364	2,17,69 020	...
1920-21	4,91,85,301	4,35,82,076	56,03,225	...
1921-22	5.14,49,506	4,71,86,919	42,62,587	...

EXPORTS.
VALUATION OF COCHIN TRADE.

ARTICLES.	For twelve months from 1st July to 30th June.											
	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Cardamoms ...	...	...	...	...	...	...	...	...	...	...	...	...
Cocoanuts ...	23,357	18,281	21,021	21,401	16,799	7,503	2,419	1,689	625	2,420	617	3,533
Coffee	1,12,118	23,917	57,556	41,810	52,474	7,527	2,89,444	...	1,89,328	3,28,159	4,69,092	2,42,495
Coir Yarn ...	64,64,536	78,14,131	81,69,716	73,05,911	58,96,276	63,16,069	63,13,845	22,02,240	47,63,952	1,03,84,753	82,76,983	1,15,37,502
Do. Rope ...	5,50,618	6,65,145	6,54,730	6,84,592	5,25,732	4,89,923	4,84,003	4,17,024	5,85,519	5,86,454	8,15,812	6,97,040
Do. Fibre ...	1,56,554	1,00,797	1 34,689	1,49,122	45,225	69 052	45,275	13,145	63,145	71,512	90,789	1,08,337
Coprah	36,92,079	79,74,844	85,21,829	1,23,75,732	52,38,717	45,80,337	31,00,762	7,22,086	25,43,612	25,15,673	8,96,217	31,97,221
Cotton	...	...	...	...	1,080	1	...	84	120	4,736	...	9,200
Do. Twist ...	463	200	130	800	...	...	...	...	...	...	5,260	300
Ginger	4,78,267	4,43,188	4,19,856	2,59,833	2,50,683	3,15,583	3,26,431	3,63,602	5,33,447	5,76,505	6,70,421	8,79,348
Hides	...	...	...	...	...	...	...	...	..	...	...	...
Horns	...	...	...	...	...	...	...	...	...	...	...	...
Jute Gunnies ...	1,75,086	1,67,551	1,44,434	1,43,829	76,010	61,153	58,560	1,33,480	90,661	1,38,584	46,976	78,396
Manures	1,59,153	1,10,753	1,05,166	1,13,853	76,890	1,42,034	1,00,111	70,217	1,16,418	9,10,820	2,39,397	4,21,583
Mats and Matting ...	42,795	57,047	58,024	44,520	46,753	60,966	87,291	67,782	97,418	71,521	1,06,163	1,21,328
Nux Vomica ...	54,608	55,225	64,794	58,303	52,060	1,68,410	1,24,518	41,597	1,57,192	2,76,540	4,40,070	2,84,984
Oils, Cocoanut ...	99,55,345	1,08,18,941	84,16,177	92,16,609	86,60,068	88,43,416	86,32,560	77,72,476	1,24,83,195	1,45,78,416	1,53,00,511	1,54,99,596
Do. Fish ...	...	...	...	...	...	...	...	...	...	...	...	...
Do. Lemon Grass ...	2,36,076	2,13,025	8,12,626	9,78,477	5,76,674	4,58,784	4 30,547	2,68,934	3,30,064	11,37,556	12,65,848	11,27,061
Other Oils ...	2,37,190	2,93,808	4,04,039	6,28,288	3,33,680	3,37,380	10,33,036	3,60,221	2,95,449	4,40,215	6,81,102	19,53,611
Pepper	9,60,885	21,67,239	10,31,379	17,01,333	26,46,937	13,12,250	30,61,573	19,64,639	35,64,479	17,02,057	17,24,367	16,15,893
Poonac	10,42,292	11,34,959	9,04,657	9,63,184	7,08,354	7,39,560	6,02,461	8,30,579	7,33,439	6,96,683	17,90,958	17 89 914
Rubber	...	...	...	...	...	...	...	54,25 797	98.09.133	81,81,141	56,26,844	25,32,360
Sundries	16,98,821	26,60,762	35 91,618	52,03,421	64,90,151	89,09,871	97,05,022	18,04,136	40,15,452	25,33,645	40,50,690	37,32,600
Tea	32,55,793	33,72,004	36,75,183	28,53,802	41,15,620	35,91,188	36,32,072	35,78,951	54,08,871	63,92,333	63,12,214	51,57.097
Turmeric	62,644	77,966	1,00,401	46,457	19.889	2,37,796	88,375	64,503	1,82,661	1,67,649	1,15,286	1,25,107
Wood ...	4,19,234	3,73,418	5,50,248	5,25,525	3,67,393	3,75,139	3,02,083	2,30 781	5.34,658	3,04,012	2,59,684	3.35,000
Total ...	2,97,77,854	3,85,33 201	3,78,38,273	4,33,16,802	3,61,97,465	3,70,23,942	3,84,20,388	2,63,33,963	4,64,98,838	5,20,01,384	4,91,85,301	5,14,49,506

IMPORTS.
VALUATION OF COCHIN TRADE.

ARTICLES.	For twelve months from 1st July to 30th June.											
	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Apparel	37,445	59,233	53,359	59,502	11,556	12,342	5,194	4,672	6,844	15,873	23,833	14,680
Arms and Ammunition...	...	495	201	122	...	...	...	...	...	5,488	...	243
Books and Printed Matter.	5,654	9,733	3,407	3,705	7,729	2,636	3,135	1,522	16	1,633	8,456	4,888
Building and Engineering Materials ...	1,67,608	1,98,870	2,42,020	1,73,348	1,79,054	1,90,263	1,56,640	1,11,494	1,05,471	3,51,649	1,97,125	2,37,443
Cabinetware & Furniture...	5,157	11,924	11,368	7,026	3,864	1,925	2,380	3,178	5,939	8,462	33,179	15,101
Candles ...	50,294	44,492	44,388	94,011	1,22,158	68,779	13,622	...	3,122	19,895	13,043	45,017
Carriages, Cycles, etc. ...	24,676	16,126	61,828	73,175	14,980	16,974	11,086	3,931	2,568	3,926	15,963	16,855
Chemicals ...	82,398	84,215	80,518	1,00,770	68,260	1,00,272	1,47,542	1,53,466	1,25,181	1,44,366	1,93,301	2,22,904
Clocks and Watches ...	3,956	3,439	2,593	4,009	1,524	585	1,111	3,517	1,180	155	2,336	6,790
Coal	...	...	...	...	...	...	...	...	...	...	...	...
Coffee ...	2,483	2,204	762	5,568	2,359	15	1,467	25,070	13,836	6,699	27,781	8,637
Coir (manufactured and unmanufactured) ...	23,244	3,518	7,532	20,351	11,792	2,434	49,625	46,533	571	47,741	41,782	33,207
Cotton Piece-goods ...	19,61,843	18,57,175	18,13,760	20,25,314	20,62,534	6,63,228	6,46,556	5,70,366	10,60,913	32,22,751	70,54,816	49,16,062
Do. Raw ...	14	79	...	221	1,627	255	35	40	...	310	96,054	40,290
Do. Twist and Yarn...	2,29,354	2,82,744	2,83,486	2,14,360	1,06,085	77,564	51,699	5,13,022	3,59,195	5,19,116	12,10,682	6,27,715
Drugs and Medicines ...	1,84,039	1,91,041	1,73,149	1,76,645	1,84,324	1,72,691	1,79,619	1,43,004	1,70,439	2,53,542	3,31,889	2,71,334
Dyeing and Tanning Materials ...	5,175	8,741	8,255	6,205	7,374	7,038	22,628	44,607	27,039	14,600	1,04,599	88,436
Earthenware & Porcelain...	1,66,663	1,88,958	1,14,413	1,48,988	1,27,318	1,45,342	71,731	12,501	23,638	1,27,075	1,48,725	1,40,159
Fodder, Bran & Oil-cake...	24,311	34,095	30,288	42,760	31,145	23,107	39,297	34,813	46,776	37,206	72,368	34,967
Fruits and Vegetables ...	2,61,315	2,78,273	2,24,761	2,13,553	1,97,386	1,55,726	1,24,215	78,819	72,199	1,68,175	1,31,540	1,31,531
Glass and Glassware ...	1,01,654	1,02 189	1,05,079	1,13,226	69,535	1,17,885	78,476	58,910	82,265	2,49,945	1,90,971	1,16,562
Government Stores ...	525	3,669	2 589	16,302	2,188	...	667	200	177	185	10,183	57,244
Gums and Resins ...	78,540	1,02,103	78,295	91,695	39,782	57,760	92,416	1,55,161	1,26 482	1,59,491	1,76,242	1,22,619
Hardware and Cutlery ...	3,38,034	3,74,737	3,53,532	4,84,328	2,88,906	1,95,663	2,41,420	2,62,719	2,69,033	5,50,950	6,68,632	3,81,509
Hemps	5,079	3,209	3,388	8,985	832	...	...	5,140	1,300	1,870	...	...
Hides and Skins ...	...	...	...	...	...	...	...	...	...	...	...	...
Instruments & Apparatus...	16,341	20,207	31,363	37,333	10,847	11,084	17,968	3,698	1,357	26,756	89,663	15,148

Jute Manufactures ...	27,549	41,077	95,202	62,443	59,644	40,769	33,279	24,217	56,883	1,07,058	98,549	70,549
Lac	6,222	7,632	11,403	14,178	19,596	10,008	7,014	8,050	5,545	5,254	6,228	3,200
Leather Manufactures ...	10,133	3,005	1,423	3,322	1,683	2,436	182	...	474	4	29,597	2,530
Liquors—Spirits ...	60,336	58,850	58,247	62,746	44,576	44,922	44,304	43,722	20,987	49,468	1,58,604	89,810
Do. Wines ...	17,752	23,198	20,845	26,318	15,079	17,792	7,706	7,721	6,630	7,912	28,628	19,682
Do. Ale, Beer and Porter ...	7,418	9,036	8,772	9,226	1,528	2,096	1,512	1,122	1,816	2,417	5,383	2,058
Machinery and Millwork ...	2,41,490	2,13,530	3,76,791	3,56,496	1,71,112	1,92,844	1,08,240	34,238	1,23,144	3,81,560	11,37,124	5,98,011
Manures	11,884	13,530	48,615	95,989	1,200	3,787	49,874	2,10,137	3,72,288	6,27,168	44,208	12,574
Matches	97,269	1,21,370	1,07,166	1,41,039	2,29,477	1,80,122	2,70,335	4,60,444	2,73,535	4,03,843	4,24,842	3,00,822
Metals	9,11,157	8,03,240	13,36,693	14,82,762	9,35,311	7,06,693	8,76,666	2,80,634	4,00,198	10,26,995	26,66,033	11,48,494
Oils	23,59,340	19,01,511	22,40,623	16,75,851	38,08,562	20,78,535	11,10,115	79,345	7,12,710	15,13,131	35,23,704	26,25,927
Opium	...	...	...	...	...	...	...	...	...	...	...	...
Other Grains	15,02,282	17,20,299	24,44,258	14,55,749	13,87,937	12,36,554	15,37,672	13,93,697	18,32,414	34,32,499	24,12,109	23,13,482
Paddy	75,48,828	65,09,244	80,82,288	79,83,123	98,56,398	74,47,794	33,60,196	10,58,760	1,93,318	16,78,724	57,51,330	77,00,223
Paints and Colours ...	21,293	22,711	24,159	32,843	18,563	12,941	26,099	5,186	15,958	35,359	60,099	40,996
Paper and Pasteboard ...	1,37,488	1,52,061	2,18,972	2,87,541	2,60,393	2,61,481	3,29,974	2,57,366	3,13,168	4,30,256	6,59,663	3,38,990
Perfumery	19,060	12,181	16,971	13,742	13,791	8,814	11,775	14,158	13,539	14,493	18,461	10,670
Pitch, Tar and Dammer ...	7,481	4,634	10,109	7,059	7,856	8,883	10,656	5,028	5,216	40,312	7,312	8,078
Provisions	2,02,966	2,53,700	1,76,632	2,12,012	1,71,511	88,463	72,713	54,089	63,254	1,33,144	1,57,154	1,54,011
Rice	49,43,102	72,82,183	85,14,088	56,72,243	55,18,461	50,82,405	36,82,785	18,01,464	66,56,815	1,00,13,054	1,11,98,700	1,85,44,071
Salt	7,148	24,503	5,629	6,831	7,411	6,116	7,864	12,736	1,95,420	1,53,189	1,26,676	2,20,484
Seeds	3,35,463	3,07,277	5,68,345	4,28,897	6,48,980	6,52,358	6,02,636	15,42,419	19,09,897	14,21,750	15,51,880	13,75,796
Silk Piece-goods ...	1,675	856	509	95	20	...	...	...	...	7,500	...	...
Soap	1,60,275	1,59,924	1,50,769	2,32,637	2,12,919	2,23,498	3,09,662	54,393	38,042	18,364	1,74,527	1,86,005
Spices	45,379	26,382	38,622	23,208	56,226	42,266	60,383	1,29,449	22,946	71,732	40,433	1,84,572
Stationery	81,259	65,392	80,738	87,664	69,017	63,979	1,02,648	70,668	1,07,942	91,778	1,51,829	1,09,500
Sugar	2,98,246	4,56,079	4,70,091	8,30,216	4,31,488	3,75,290	1,83,209	53,063	4,09,811	6,13,710	4,08,876	11,55,367
Sundries	2,99,114	1,75,112	3,35,317	10,81,806	8,81,305	8,46,795	2,47,761	8,47,989	5,04,298	9,40,688	11,34,396	14,44,848
Tobacco	...	...	...	...	...	...	...	...	...	...	...	...
Toys	11,031	9,545	5,567	7,744	3,797	5,803	6,490	1,130	3,907	7,167	6,408	7,900
Treasure	...	...	8,078	6,650	1,595	...	...	...	...	...	...	...
Umbrellas	82,883	49,337	58,622	34,068	20,865	9,660	2,800	9,600	5,516	61,138	79,095	19,553
Wax	6,700	4,914	3,147	4,929	9,005	1,415	608	1,544	7,011	1,286	6,758	6,133
Wood Manufactures ...	4,50,132	3,47,670	3,51,700	2,82,971	3,40,051	2,12,959	2,11,712	2,85,247	7,64,209	8,30,176	6,26,621	9,33,581
Wool Manufactures ...	35,411	52,666	31,619	28,337	10,441	722	4,224	846	845	8,060	43,686	9,661
Total ...	2,37,23,568	2,48,14,118	2,96,32,344	2,67,72,237	2,87,68,977	2,18,85,768	1,52,39,623	1,09,84,865	1,75,43,277	3,02,32,364	4,35,82,076	4,71,86,919

Exports from the Port of Cochin from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Cocoanut Oil ... ... gals.	1,211,428	30,82,418	209,207	5,28,426	...	...	37,280	72,399	2,499,381	56,78,507
Lemon Grass Oil ... „	32,735	6,68,590	17,148	3,68,350	3/8	6	...	...	...	...
Other Oils ... ... „	1,140	950	...	...	...	...	8,729	12,094	2,886	6,012
Cordage and Rope of Vegetable Fibre ... ... cwt.	940	9,347	...	...	...	...	25	300	40	1,000
Tea ... ... lbs.	7,537,907	49,31,142	...	...	328,776	2,01,831	12,119	5,314	...	...
Pepper ... ... „	226,800	55,012	2,069,088	4,86,282	...	...	...	...	494,816	1,10,265
Ginger ... ... „	825,783	1,97,707	1,243,872	2,98,406	...	...	7,504	1,603	79,856	12,836
Turmeric ... ... cwt.	1,672	15,381	2,698	37,670	...	...	55	640	447	5,708
Coprah ... ... „	143,160	26,57,644	...	...	...	...	...	...	...	...
Oil-cake ... ... „	68,360	5,72,263	...	...	9	63	19,000	97,985	...	...
Nux Vomica ... ... „	6,198	1,71,376	4,023	1,02,271	...	...	36	576	12	360
Cotton, Raw ... ... „	...	...	...	...	...	...	...	...	...	...
Grain and Pulse, Rice in the husk ... ... tons.	...	...	...	...	...	...	1,086	1,34,400	...	...
Grain and Pulse, Rice not in the husk ... ... „	...	...	...	...	...	...	4,605	8,10,689	...	...
Provisions ... ... cwts.	..	...	...	...	...	...	12	398	...	...
Cotton—Twist and Yarn ... lbs.	...	...	...	...	...	...	...	...	...	...
Coir, Unmanufactured ... cwt.	7,161	89,445	...	...	...	...	...	...	840	11,114
Do. Manufactured ... „	448,520	77,66,478	44,320	8,95,847	420	7,536	3,180	26,303	28,660	3,73,378
Coffee ... ... „	3,105	2,29,486	...	...	...	...	...	...	17	934
Mats and Mattings sq. yds.	2,696	326	...	...	...	...	...	...	...	...
Cocoanuts ... ... No.	...	...	...	...	...	...	...	...	...	...
Jute—Gunnies ... ... „	...	...	...	...	...	...	100,300	25,187	...	...
Manures ... ... tons	...	...	...	...	2,257	4,19,180	33	2,403	...	...
Wood ... c. „	109	16,571	21	8,020	...	...	265	16,028	...	...
Rubber, Raw ... ... lbs.	2,717,889	15,58,206	812,926	4,06,458	1,056,896	5,67,696	...	...	...	...
Sundries ... ... val.	...	2,78,096	...	16,048	...	15,616	...	2,03,335	...	86,497

Exports from the Port of Cochin from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Bombay.		Burmah.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Cocoanut Oil ... ... gals.	1,603,150	38,66,882	888,690	19,12,216	169,035	3,58,748	6,618,171	1,54,99,596
Lemon Grass Oil ... ... „	...	...	...	...	4,886	90,115	54,769	11,27,061
Other Oils ... ... „	390,980	9,57,199	376,943	9,70,733	3,538	6,623	784,216	19,53,611
Cordage & Rope of Vegetable Fibre. cwt.	54,215	6,13,306	1,432	13,106	5,357	59,981	62,009	6,97,040
Tea ... ... lbs.	49,447	17,471	...	...	5,248	1,339	7,933,497	51,57,097
Pepper ... ... „	3,140,592	7,80,296	672,560	1,54,880	113,344	29,158	6,717,200	16,15,893
Ginger ... ... „	1,529,920	2,91,334	66,080	12,941	270,480	64,521	4,023,495	8,79,348
Turmeric ... ... cwt.	6,281	65,140	...	...	56	568	11,209	1,25,107
Coprah ... ... „	26,725	5,31,217	...	...	340	8,360	170,225	31,97,221
Oil-cake ... ... „	177,440	10,46,624	...	...	12,720	72,979	277,529	17,89,914
Nux Vomica ... ... „	512	10,401	...	...	...	...	10,781	2,84,984
Cotton, Raw ... ... „	560	9,200	...	...	...	...	560	9 200
Grain and Pulse, Rice in the husk ... tons.	9	1,500	...	...	...	...	1,095	1,35,900
Do. do. do. not in the husk „	...	...	...	...	...	...	4,605	8,10,689
Provisions ... ... cwt.	1,169	13,262	39,098	17,93,766	15	156	40,294	18,07,582
Cotton—Twist and Yarn ... ... lbs.	180	300	...	...	...	...	180	300
Coir, Unmanufactured ... ... cwt.	247	2,316	60	520	360	4,942	8,668	108,337
Do. Manufactured ... ... „	112,380	11,20,523	41,060	5,48,489	49,480	7,98,948	728 020	1,15,37,502
Coffee ... ... „	...	...	...	...	161	12,075	3,283	2,42,495
Mats and Mattings ... sq. yds.	1,237,633	1,20,418	...	...	5,631	584	1,245,960	1,21,328
Cocoanuts ... ... No.	55,988	3,354	...	...	3,550	179	59,538	3,533
Jute—Gunnies ... ... „	193,550	53,165	...	...	175	44	294,025	78,396
Manures ... ... tons	...	...	...	...	...	...	2,290	4,21,583
Wood ... c. „	2,070	1,57,316	...	...	2,272	1,37,065	4,737	3.35,000
Rubber, Raw ... ... lbs.	...	...	...	...	...	...	4,587,711	25,32,360
Sundries ... ... val.	...	2,31,953	...	84,143	...	63,741	...	9,78.429
Total for 1921-22 ...	...	...	...	...	...	...	...	5,14,49,506
Do. 1920-21 ...	...	...	...	...	...	...	...	4,91,85,301
Do. 1919-20 ...	...	...	...	...	...	...	...	5,20.01,384
Do. 1918-19 ...	...	...	...	...	...	...	...	4,64.98,838
Do. 1917-18 ...	...	...	...	...	...	..	...	2,63,33,963

Imports into the Port of Cochin from 1st July, 1921 to 30th June, 1922.

Articles.		Europe.		America.		Ceylon.		Madras.		Bengal.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			RS.		RS.		RS.		RS.		RS.
Apparel	val.	...	1,533	...	...	...	10	...	...	...	...
Arms, Ammunition and Military Stores	„	...	43	...	...	...	...	...	...	...	200
Books and Printed Matter ...	„	...	4,523	...	...	...	15	...	150	...	200
Building and Engineering Materials	„	...	1,53,714	...	...	...	401	...	27,996	...	...
Cabinetware and Furniture...	„	...	361	...	...	...	303	...	12,962	...	...
Candles	lb.	550	280	...	...	...	...	...	...	...	...
Carriages, Cycles, etc. ...	val.	...	12,562	...	...	...	1,293	...	...	...	...
Chemicals	„	...	1,58,774	...	420	...	...	...	...	...	11
Clocks and Watches ...	No.	23	135	207	1,875	...	...	1	10	...	...
Coffee	cwt.	...	...	...	...	...	...	311	8,637	...	...
Coir (manufactured and unmanufactured)	„	...	...	...	...	37	271	2,783	31,561	...	...
Cotton, Raw	„	...	...	...	...	...	...	...	...	...	...
Do. Twist and Yarn ...	lb.	23,157	79,984	...	...	...	...	...	...	...	...
Do. Piece-goods ...	yds.	136,910	66,271	...	...	...	...	...	...	...	...
Drugs and Medicines ...	val.	...	50,477	...	75	...	...	...	5,332	...	11,298
Dyeing and Tanning Materials	cwt.	443	85,499	...	...	...	...	95	214	...	...
Earthenware and Porcelain ...	val.	...	1,16,491	...	...	...	10	...	149	...	...
Fodder, Bran and Oil-cake ...	cwt.	...	...	...	...	...	...	...	...	687	3,550
Fruits and Vegetables ...	val.	...	...	...	...	...	3,660	...	27,883	...	...
Glass and Glassware ...	„	...	18,386	...	...	...	352	...	...	...	...
Grain and Pulse—Paddy ...	cwt.	...	...	...	...	...	...	46,680	2,60,967	324,860	17,32,590
Do. Rice ...	„	...	...	...	...	...	...	110,960	10,25,075	606,500	85,07,008
Do. Other sorts	„	...	...	...	...	...	...	540	6,518	30,500	2,48,313
Government Stores ...	val.	...	...	...	...	...	...	...	54,507	...	...
Gums and Resins ...	cwt.	...	...	...	...	...	...	...	...	...	...

Hardware and Cutlery ...	val.	...	90,849	...	5,617	...	7,338	...	3,935	...	6,989
Hemp (Raw)	cwt.	..	...	...	...	...	...	...	...	...	...
Instruments, Apparatus, etc.	val.	...	13,366	...	117	...	65	...	...	...	...
Jute manufactures ...	,,	...	1,200	...	...	...	2,301	...	175	...	58,105
Lac	cwt.	...	...	...	...	...	...	...	...	...	...
Leather manufactures ...	val.	...	1,410	...	...	...	...	...	...	...	...
Liquors—Ale, Beer and Porter	gals.	466	1,815	...	...	...	...	...	...	...	...
Do. Spirits ...	,,	3,411	74,935	19	879	189	3,550	...	...	...	...
Do. Wines ...	,,	2,146	15,502	...	...	405	4,180	...	...	...	...
Machinery and Millwork ...	val.	...	4,92,774	...	4,763	...	46,304	...	...	...	11,800
Manures	tons	...	...	...	...	...	...	98	12,574	...	...
Matches	val.	...	1,210	...	...	...	...	...	...	...	...
Metals	cwt.	37,711	5,49,281	2	104	8	2,822	...	...	100	850
Oils	gals.	397	1,535	14,48,229	10,86,171	...	...	22,917	18,348	125	648
Paints and Colours ...	val.	...	13,889	...	...	...	...	...	...	...	9,314
Paper and Pasteboard ...	,,	...	2,24,056	...	...	...	...	...	...	...	...
Perfumery	,,	...	...	...	...	...	...	...	...	...	...
Pitch, Tar and Dammer ...	cwt.	823	6,014	...	...	...	...	52	877	...	...
Provisions	,,	216	23,429	19	810	375	4,661	263	4,453	...	...
Salt	Ind. mds.	½	14	...	...	...	...	8,112	7,336	...	...
Seeds	cwt.	...	...	...	...	2,200	39,895	26,160	5,16,446	1,000	18,170
Silk piece-goods ...	yds.	...	...	...	...	...	...	...	...	...	...
Soap	cwt.	3,148	1,38,329	...	..	...	...	25	650	...	...
Spices	lb.	...	...	...	...	...	...	21,168	4,279	75,040	15,770
Stationery	val.	...	68,911	...	...	...	...	...	...	...	685
Sugar (refined and unrefined)	cwt.	lbs. 9	21	...	..	...	...	22	160	4,899	1,05,467
Toys	val.	...	2,397	...	143	...	...	...	...	...	...
Umbrellas	No.	26	133	...	...	...	...	...	...	1,500	3,000
Wax (excluding Candles) ...	cwt.	...	...	...	...	...	...	21	1,670	...	...
Wood manufactures ...	val.	...	5,959	...	...	...	5,010	...	26,286	...	4,10,317
Wool do. ...	,,	...	5,131	...	...	...	...	...	...	...	...
Sundries	,,	...	4,37,225	...	16,915	...	2,858	...	48,953	...	6,19,743
Total ...		...	29,18,418	...	11,17,889	...	1,25,299	...	21,08,103	...	1,17,64,028

Imports into the Port of Cochin from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.		Bombay.		Burmah.		Other Ports.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			RS.		RS.		RS.		RS.
Apparel	val.	...	13,137	...	...	...	...	...	14,680
Arms, Ammunition and Military Stores	,,	...	...	...	...	...	...	...	243
Books and Printed Matter ...	,,	...	...	...	...	...	...	...	4,888
Building and Engineering Materials	,,	...	33,585	...	...	...	21,747	...	2,37,443
Cabinetware and Furniture ...	,,	...	1,475	...	...	...	...	...	15,101
Candles	lb.	...	...	159,032	44,737	...	...	159,582	45,017
Carriages, Cycles, etc. ...	val.	...	3,000	...	...	...	...	...	16,855
Chemicals	,,	...	62,531	...	...	...	1,168	...	2,22,904
Clocks and Watches... ...	No.	645	4,770	...	...	...	...	876	6,790
Coffee	cwt.	...	...	...	...	...	...	311	8,637
Coir (manufactured & unmanufactured)	,,	125	1,375	...	...	...	...	2,945	33,207
Cotton, Raw	,,	710	40,290	...	...	...	...	710	40,290
Do. Twist and Yarn ...	lb.	444,450	5,47,731	...	...	...	...	467,607	6,27,715
Do. Piece-goods ...	yds.	8,312,759	48,49,791	...	...	...	...	8,449,669	49,16,062
Drugs and Medicines ...	val.	...	1,87,855	...	...	...	16,297	...	2,71,334
Dyeing and Tanning Materials ...	cwt.	1,438	2,723	...	...	...	...	1,976	88,436
Earthenware and Porcelain ...	val.	...	23,454	...	...	...	55	...	1,40,159
Fodder, Bran and Oil-cake ...	cwt.	5,098	27,917	160	1,000	375	2,500	6,320	34,967
Fruits and Vegetables ...	val.	...	57,747	...	...	...	42,241	...	1,31,531
Glass and Glassware ...	,,	...	97,724	...	100	...	...	...	1,16,562
Grain and Pulse—Paddy ...	cwt.	49,660	2,72,990	1,130,140	54,33,676	...	...	1,551,340	77,00,223
Do. Rice ...	,,	12,020	1,28,312	1,064,700	88,83,676	...	...	1,794,180	1,85,44,071
Do. Other sorts ...	,,	148,500	15,37,012	38,500	3,44,316	19,880	1,77,323	237,920	23,13,482
Government Stores	val.	...	2,737	...	...	...	...	...	57,244
Gums and Resins	cwt.	6,519	1,22,619	...	...	...	...	6,519	1,22,619
Hardware and Cutlery ...	val.	...	1,92,359	...	850	...	73,572	...	3,81,509
Hemp (Raw)	cwt.	...	...	...	...	...	...	...	...
Instruments, Apparatus, etc. ...	val.	...	1,600	...	...	...	...	...	15,148
Jute manufactures	,,	...	8,443	...	325	...	...	...	70,549

Lac	cwt.	24	3,200	...	...	...	..	24	3,200
Leather manufactures ...	val.	...	1,120	...	...	...	...	...	2,530
Liquors—Ale, Beer and Porter ...	gals.	38	228	...	...	8	15	512	2,058
Do. Spirits	,,	507	10,446	...	...	...	...	4,126	89,810
Do. Wines	,,	...	...	...	...	...	...	2,551	19,682
Machinery and Millwork ...	val.	...	42,370	...	...	...	...	...	5,98,011
Manures	tons	...	...	...	...	...	...	98	12,574
Matches	val.	...	2,99,612	...	...	...	...	...	3,00,822
Metals	cwt.	18,412	5,95,437	...	...	...	...	56,233	11,48,494
Oils	gals.	17,349	24,152	4,403,490	14,95,029	28	44	5,892,535	26,25,927
Paints and Colours	val.	...	17,768	...	25	...	...	...	40,996
Paper and Pasteboard ...	,,	...	1,14,934	...	...	...	...	...	3,38,990
Perfumery	,,	...	10,670	...	...	...	...	...	10,670
Pitch, Tar and Dammer ...	cwt.	118	1,187	...	...	...	...	993	8,078
Provisions...	,,	2,731	1,20,658	...	...	...	...	3,604	1,54,011
Salt ... ... Ind.	mds.	218,132	2,13,117	...	...	7	17	226,251	2,20,484
Seeds	cwt.	42,140	7,69,987	...	...	4,461	31,298	75,961	13,75,796
Silk Piece-goods	yds.	...	...	...	...	...	...	...	...
Soap	cwt.	1,002	47,026	...	...	...	...	4,175	1,86,005
Spices	lbs.	826,784	1,63,488	...	...	11,536	1,035	934,528	1,84,572
Stationery	val.	...	39,494	...	...	...	410	...	1,09,500
Sugar (refined and unrefined) ...	cwt.	10,817	2,42,015	...	...	41,361	8,07,704	57,099	11,55,367
Toys	val.	...	5,360	...	...	...	...	...	7,900
Umbrellas...	No.	5,260	16,420	...	...	...	...	6,786	19,553
Wax (excluding Candles) ...	cwt.	49	4,463	...	...	...	...	70	6,133
Wood manufactures	val.	...	4,84,620	...	...	...	1,389	...	9,33,581
Wool do.	,,	...	4,530	...	...	...	...	...	9,661
Sundries	,,	...	2,19,595	...	72,986	...	26,573	...	14,44,848
Total for 1921-22 ...		...	1,16,73,074	...	1,62,76,720	...	12,03,388	...	4,71,86,919
Do. 1920-21 ...		...	...	...	...	...	...	...	4,35,82,076
Do. 1919-20 ...		...	...	...	...	...	...	...	3,02,32,364
Do. 1918-19 ...		...	...	...	...	...	...	...	1,75,43,277
Do. 1917-18 ...		..	...	...	...	...	...	...	1,09,84,865

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Cochin Export Distribution from 1st July, 1921 to 30th June, 1922.

COUNTRIES.	Cocoanut Oil.		Lemon Grass Oil.		Other Oils.		Cordage and Rope of Vegetable Fibre.		Tea.		Pepper.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity	Value.	Quantity.	Value.	Quantity.	Value.
	GALS.	RS.	GALS.	RS.	GALS.	RS.	CWTS.	RS.	LBS.	RS.	LBS.	RS.
United Kingdom ...	876,176	22,70,720	6,805	1,42,002	1,140	950	940	9,347	7,533,907	49,26,317	26,768	6,994
America	209,207	5,28,426	17,148	3,68,350	...	...	...	...	...	...	2,069,088	4,86,282
France	...	...	16,063	3,24,132	...	...	...	...	700	700	...	...
Holland	58,716	1,50,437	424	8,549	...	...	...	...	3,300	4,125	...	...
Italy	...	...	436	8,720	...	...	...	...	...	...	190,288	45,766
Portugal	...	...	...	...	...	...	...	...	...	...	...	...
Germany	66,559	1,45,523	7,341	1,51,857	...	...	...	...	...	...	8,400	1,875
Australia	...	...	...	...	...	...	...	...	...	...	..	...
China	...	...	...	...	...	...	...	...	...	...	...	...
Japan	...	...	4,856	89,635	...	...	...	...	...	...	...	...
Africa	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	30	480	...	...	365	8,000	...	...	...	...
Ceylon	...	...	3/8	6	...	...	...	...	328,776	2,01,831	...	...
Other Foreign Ports ...	211,200	5,18,182	1,666	33,330	958	877	386	4,077	...	...	5,488	1,239
Bengal	2,499,381	56,78,507	...	...	2,886	6,012	40	1 000	...	...	494,816	1,10,265
Bombay	1,603,150	38,66,882	...	...	390,980	9,57,199	54,215	6,13,306	49,447	17,471	3,140,592	7,80,296
Madras	37,280	72,399	...	...	8,729	12,094	25	300	12,119	5,314	...	...
Burmah	888,690	19,12,216	...	...	376 943	9,70,733	1,432	13 106	...	...	672,560	1,54,880
Other Indian Ports ...	167,812	3,56 304	...	...	2,580	5,746	4,606	47,904	5,248	1,339	109,200	28,296
Total ...	6,618,171	1,54,99,596	54,769	11,27,061	784,216	19,53,611	62,009	6,97,040	7,933,497	51,57,097	6,717,200	16,15,893

Cochin Export Distribution from 1st July, 1921 to 30th June, 1922—(*continued*).

Countries.	Ginger.		Turmeric.		Coprah.		Oil-cake.		Nux Vomica.		Cotton, Raw.	
	Quantity.	Value.	Quantity	Value.	Quantity.	Value.	Quantity	Value.	Quantity.	Value.	Quantity.	Value.
	LBS.	RS.	CWTS.	RS.	CWTS.	RS.	CWTS.	RS.	CWTS.	RS.	CWTS.	RS.
United Kingdom ...	745,696	1,78,149	...	...	20,520	6,14,215	1,260	3,780	2,253	64,125	...	...
America	1,243,872	2,98,406	2,698	37,670	...	...	...	...	4,023	1,02,271	...	...
France	...	...	1,500	13,405	3,980	69,685	...	...	...	...	...	...
Holland	...	...	...	...	15,980	2,85,654	...	...	500	9,000	...	...
Italy	7	1	lbs. 10	1	15,000	2,54,946	...	...	lbs. 10	1	...	...
Portugal	...	...	...	...	...	...	...	...	...	...	...	...
Germany	70,112	16,799	100	1,600	41,820	7,40,590	3,900	44,199	...	...	...	...
Australia	243,600	60,755	..	..	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...	...	...
Africa	10,416	2,312	...	...	...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	9	·63	...	...	...	...
Other Foreign Ports ...	9,968	2,758	72	375	45,860	6 92,554	63,200	5,24,284	3,445	98,250	...	...
Bengal	79,856	12,836	447	5,708	...	...	...	...	12	360	...	...
Bombay	1,529,920	2,91,334	6,281	65,140	26,725	5,31,217	177,440	10,46,624	512	10,401	560	9,200
Madras	7,504	1,603	55	640	...	...	19,000	97,985	36	576	...	...
Burmah	66,080	12,941	...	...	...	...	...	...	...	...	...	...
Other Indian Ports ...	16,464	1,454	56	568	340	8,360	12,720	72,979	...	...		
Total ...	4,023,495	8,79 348	11,209	1,25,107	170,225	31,97,221	277,529	17,89,914	10,781	2,84,984	560	9,200

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Cochin Export Distribution from 1st July, 1921 to 30th June, 1922—(*continued*).

Countries.	Mica.		Cotton Twist and Yarn.		Coir Unmanufactured.		Coir Manufactured.		Coffee.		Mats and Matting.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	CWTS.	RS.	LBS.	RS.	CWTS.	RS.	CWTS.	RS.	CWTS.	RS.	SQ. YDS.	RS.
United Kingdom ...	...	...	...	...	4,821	58,733	160,880	34,26,844	3,080	2,28,049	...	...
America	...	...	...	...	...	...	44,320	8,95,847	...	...	...	...
France	...	...	...	...	...	...	29,420	5,37,176	25	1,437	...	...
Holland	...	...	...	...	160	2,539	78,240	12,24,043	...	...	...	...
Italy	...	...	...	...	200	2,979	16,500	2,31,038	...	...	...	...
Portugal	...	...	...	...	...	...	4,840	77,445	...	...	...	...
Germany	...	...	...	...	240	3,744	97,040	15,35,746	...	...	...	...
Australia	...	...	...	...	200	2,621	14,320	3,10,920	161	12,075	...	...
China	...	...	...	...	60	651	500	10,040	...	..	...	...
Japan	...	...	...	..	...	...	4,280	67,555	...	...	...	...
Africa	...	...	...	...	100	1,670	3,418	69,689	...	...	...	...
Straits Settlements ...	...	...	...	...	...	...	640	10,666	...	...	...	...
Ceylon	...	...	...	...	...	...	420	7,536	...	...	...	...
Other Foreign Ports ...	...	...	...	...	1,740	21,450	61,941	7,38,848	...	...	2,696	326
Bengal	...	...	...	...	840	11,114	28,660	3 73,378	17	934	...	...
Bombay	...	...	180	300	247	2,316	112,380	11,20,523	...	...	1,237,633	1 20,418
Madras	...	...	...	...	...	...	3,180	26,303	...	...	...	...
Burmah	...	...	...	...	60	520	41,060	5,48,489	...	...	...	...
Other Indian Ports ...	...	...	...	...	...	...	25,981	3,25,416	...	...	5,631	584
Total ...	...	..	180	300	8,668	1,08,337	7,28,020	1,15,37,502	3,283	2,42,495	1,245,960	1,21,328

Cochin Export Distribution from 1st July, 1921 to 30th June, 1922—(*continued*).

Countries.	Cocoanuts.		Jute Gunnies.		Manures.		Wood.		Rubber, Raw.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	NOS.	RS.	NOS.	RS.	TONS.	RS.	C.TONS.	RS.	LBS.	RS.
United Kingdom ...	...	...	...	...	...	...	43	7,600	2,647,625	15,25,729
America	...	...	...	...	...	...	21	8,020	812,926	4,06,458
France	...	...	...	...	...	...	...	...	47,047	20,869
Holland	...	...	...	...	...	...	18	3,181	...	...
Italy	...	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	48	5,790	23,217	11,608
Germany	...	...	...	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...
Africa	...	...	...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	2,257	4,19,180	...	...	1,056,896	5,67,696
Other Foreign Ports ...	...	...	...	...	...	...	...	...	...	...
Bengal	...	...	...	...	...	...	...	...	...	...
Bombay	55,988	3,354	193,550	53,165	...	...	2,070	1,57,316	...	...
Madras	...	...	100,300	25,187	33	2,403	265	16,028	...	...
Burmah	...	...	...	...	...	...	...	...	...	...
Other Indian Ports ...	3,550	179	175	44	...	...	2,272	1,37,065	...	
Total ...	59,538	3,533	294,025	78,396	2,290	4,21,583	4,737	3,35,000	4,587,711	25,32,360

Exports from the Port of Calicut from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.		Rs.		Rs.		Rs.
Coffee ... cwt.	15,709	10,75,003	...	...	19	1,600	72	4,035	105	6,300
Coir (manufactured and unmanufactured) ... „	86,040	9,36,731	1,900	17,055	20	210	2,260	23,649	213,340	1,57,484
Cordage and Rope of Vegetable Fibre „	...	...	...	...	...	...	...	...	...	...
Cotton Piece-goods. yds.	...	...	...	...	38,843	38,180	2,600	2,740	2,013	3,711
„ Raw ... tons.	...	...	...	...	...	...	...	...	...	...
Cocoanuts ... Nos.	...	...	...	...	...	...	14,550	822	...	...
Coprah ... cwt.	40,480	6,97,683	...	...	...	..	1,460	31,011	...	...
Rice not in the husk „	...	...	...	...	...	...	15,220	1,43,469	...	...
„ in the husk ... „	...	...	...	...	...	...	2,420	13,811	...	...
Oil, Cocoanut ... gals.	...	...	...	...	...	...	57,457	1,16,219	...	...
Salt ... tons.	...	...	...	...	...	...	680	39,783	...	...
Salted Fish ... lbs.	...	...	...	...	561,232	1,81,627	240,240	60,526	...	...
Betelnuts ... „	...	...	...	...	...	...	651,192	47,640	...	...
Pepper ... „	608,944	1,56,799	532,672	1,34,375	11,088	2,487	5,040	1,170	178,416	37,788
Cardamoms ... „	67,536	1,35,200	...	...	...	...	...	...	...	...
Ginger ... „	949,312	3,05,103	400,176	97,581	137,648	28,675	27,552	3,221	...	...
Turmeric ... „	...	...	...	...	84	1,304	4	62	...	...
Sugar (refined and unrefined) ... „	...	...	...	...	...	..	183	3,505	140	2,400
Wood ... tons.	274	2,93,900	34	44,422	43	4,410	171	9,895	...	...
Tea ... lbs.	4,994,521	40,24,985	1,565	1,174	280,067	2 45,235	2,289	882	...	...
Jute—Gunnies ... Nos.	...	...	...	..	...	...	14,800	3,671	...	...
Manures ... tons.	652	49,464	...	...	3,746	6,93,247	457	55,490	546	54,610
Rubber, Raw ... lbs.	133,153	84,722	...	...	196,253	1,22,038	...	...	...	...
Sundries ... val.	...	1,71,889	...	15,100	...	1,78,959	...	2,83,908	...	1,17,900

Exports from the Port of Calicut from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Bombay.		Burmah.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Coffee ... ... cwt.	104	4,259	...	...	4,185	3,08,443	20,194	13,99,640
Coir (manufactured and unmanufactured)„	18,100	1,60,723	3,440	36,145	14,708	1,30,659	339,808	14,62,656
Cordage and Rope of Vegetable Fibre „	19,102	2,09,040	...	...	8,994	98,237	28,096	3,07,277
Cotton Piece-goods ... ... yds.	39,050	29,700	2,915	4,699	6,274	6,886	91,695	85,916
„ Raw ... ... tons.	2,937	48,12,425	...	...	...	...	2,937	48,12,425
Cocoanuts ... ... Nos.	24,591,450	12,81,796	...	...	1,926,625	98,593	26,532,625	13,81,211
Coprah ... ... cwt.	69,340	14,01,838	...	...	72,300	13,15,174	183,580	34,45,706
Rice not in the husk ... ... „	...	...	...	...	7	120	15,227	1,43,589
„ in the husk ... ... „	...	...	...	...	...	...	2,420	13,811
Oil, Cocoanut ... ... gals.	154,689	2,97,125	...	...	32,615	64,084	244,761	4,77,428
Salt ... ... tons.	...	...	...	...	...	...	680	39,783
Salted Fish ... ... lbs.	2,800	700	9,744	2,610	21,728	1,661	835,744	2,47,124
Betelnuts ... ... „	21,280	1,979	...	...	...	...	672,472	49,619
Pepper ... ... „	288,288	66,493	...	...	216,272	50,448	1,840,720	4,49,560
Cardamoms ... ... „	1,456	1,735	...	...	1,680	1,930	70,672	1,38,865
Ginger ... ... „	1,899,408	3,94,841	...	...	169,232	34,964	3,583,328	8,64,385
Turmeric ... ... „	47	562	...	...	408	5,888	543	7,816
Sugar (refined and unrefined) ... „	167	2,560	...	...	6,886	1,06,837	7,376	1,15,302
Wood ... ... tons.	4,405	2,88,830	...	...	6,996	5,39,837	11,923	11,81 294
Tea ... ... lbs.	153,017	1,07.121	...	...	15,508	13,164	5,446,967	43,92,561
Jute—Gunnies ... ... Nos.	20,850	5,850	...	...	...	...	35,650	9,521
Manures ... ... tons.	13	1,891	...	...	92	10,375	5,506	8,65,077
Rubber, Raw ... ... lbs.	...	...	...	...	...	...	329,406	2,06,760
Sundries ... ... val.	...	3,80,550	...	90,342	...	4,38,643	...	16,77,291
Total for 1921-22 ...	...	...	...	...	...	...	...	2,37,74,617
Do. 1920-21 ...	...	...	...	...	..	...	...	2,13,70,371
Do. 1919-20 ...	...	...	...	...	...	...	...	2,46,30,242
Do. 1918-19 ...	...	...	...	...	...	...	...	2,25,09,667
Do. 1917-18 ...	...	...	...	...	...	...	...	1.23,31,579

Imports into the Port of Calicut from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value.	Quantity	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Coir Manufactures ... cwt.	...	...	...	...	...	...	27,520	2,51,919	...	...
Apparel ... ... val.	...	1,428	...	...	...	...	...	650	...	...
Coal ... ... tons.	...	...	...	...	...	...	...	...	38,921	5,83,815
Coffee ... ... cwt.	...	...	...	..	...	...	52	3,120	...	...
Cotton Raw, Twist and Yarn, lbs.	27,360	54,133	...	..	...	..	...	...	...	...
Do. Manufactures—										
Piece-goods ... yds.	55,266	35,479	...	...	...	...	200	250	...	...
Grain and Pulse—Paddy. cwt.	...	...	...	...	...	...	10,460	55,414	3,380	15,842
Do. do. Rice „	..	...	...	...	...	...	95,500	8,39,607	281,920	23,81,477
Do. do. other sorts „	...	...	...	...	...	...	2,920	26,398	12 320	1,23,937
Jute Manufactures, Gunnies. No.	...	...	...	...	...	...	64,040	15,626	36,250	13,187
Liquors—Ale, Beer and										
Porter ... gals.	...	...	...	...	...	...	...	...	...	...
Do. Wines ... „	78	835	...	...	...	...	...	...	...	...
Do. Spirits ... „	425	9,705	...	...	...	...	...	...	...	...
Machinery and Millwork val.	...	3,75,139	...	4,170	...	7,055	...	...	...	460
Metals ... ... cwt.	9,138	1,23,460	...	...	822	26,301	80	1,000	...	...
Salt ... ... tons.	...	...	...	...	...	...	162	8,800	...	...
Silk—Piece-goods ... yds.	...	...	...	...	...	...	...	...	...	...
Spices—Pepper ... lbs.	...	...	...	...	...	...	57,904	15,402	...	...
Do. Betelnuts ... „	...	...	...	...	3,360	450	144	120	...	...
Do. Ginger ... „	...	...	...	...	..	...	3,360	720	...	...
Sugar (refined & unrefined) cwt.	10	916	...	...	...	...	3,204	61,866	3,457	71,225
Tobacco ... ... lbs.	150	974	...	..	..	...	336	198	18,186	3,150
Fruits and Vegetables—										
Dates ... ... tons.	...	...	...	...	...	...	...	...	...	...
Kerosene Oil ... gals.	...	...	482 072	5,03,022	...	...	8	9	...	...
Manures ... ... tons.	...	...	...	...	...	...	1,363	1,65,734	...	...
Sundries ... ... val.	...	5,29,297	...	2,571	...	35,476	...	3,86,716	.	64,640

Imports into the Port of Calicut from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Bombay.		Burmah.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Coir Manufactures ... ... cwt.	5	50	...	...	10	100	27,535	2,52,069
Apparel ... ... val.	...	5,425	...	...	...	...	...	7,503
Coal ... ... tons.	...	...	...	...	...	...	38,921	5,83,815
Coffee ... ... cwt.	...	...	...	...	...	...	52	3,120
Cotton Raw ... ... lbs.	7,040	32,27,260	...	...	...	...	7,040	3,27,260
Do Twist and Yarn ... ,,	1,032 745	12,81,602		...	...	...	1,060,105	13,35,735
Do. Manufactures—Piece-goods... yds.	3,536,975	25,29,278	...	...	...	...	3,592,441	25,65,007
Grain and Pulse—Paddy... ... cwt.	64,380	4,00,936	2,429	13,600	...	...	80,649	4,85,792
Do. do. Rice ... ... ,,	47,240	3,91.679	90,760	7,59,074	4	42	515,424	43,71,879
Do. do. Other sorts ... ,,	50,280	5 35,677	2,960	22,636	17,540	1,79,251	86,020	8,87,899
Jute Manufactures, Gunnies ... Nos.	46,506	14,805	...	...	13,600	2,705	160,396	46,323
Liquors—Ale, Beer and Porter ... gals.	804	5,547	...	...	..	...	804	5,547
Do. Wines ... ... ,,	302	9,190	...	...	...	...	380	10,025
Do. Spirits ... ... ,,	581	17,336	...	...	...	...	1,006	27,041
Machinery and Millwork ... val.	...	2,120	...	850	...	...		3,89,794
Metals ... ... cwt.	3,562	1,47,619	...	...	1	150	13,603	2,98,530
Salt ... ... tons.	15,643	715 509	...	...	...	...	15,805	7,24,309
Silk—Piece-goods ... ... yds.	...	...	...	...	...	...	...	...
Spices—Pepper ... ... lbs.	25	8	...	...	...	...	57,929	15,410
Do. Betelnuts ... ... ,,	...	...	...	..	...	...	3,504	570
Do. Ginger ... ... ,,	1,736	315	...	...	...	...	5,096	1,035
Sugar (refined and unrefined) ... cwt.	20,381	4,50,525	...	...	1,263	23,541	28,315	6,08,073
Tobacco ... ... lbs.	137	788	...	...	...	...	18 809	5,110
Fruits and Vegetables—Dates ... tons.	...	...	...	...	1,000	1,82,641	1,000	1,82,641
Kerosene Oil ... ... gals.	...	...	...	...	...	...	482,080	5,03,031
Manures ... ... tons.	...	...	...	...	...	...	1,363	1,65,734
Sundries ... ... val.	...	8,80,652	...	6,750	...	88,611	...	19,94,713
Total for 1921-22 ...	...	...	...	...	...	...	...	1,57,97,965
Do. 1920-21 ...	...	...	...	...	...	...	...	1,65.11,927
Do. 1919-20 ...	...	...	...	...	...	...	...	1,38,40.461
Do. 1918-19 ...	...	...	...	...	...	...	...	79,14,571
Do. 1917-18 ...	...	...	...	...	...	...	...	49,42,294

Exports of Principal Articles from the Port of Alleppey from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.		Rs.		Rs.		Rs.
Cocoanut Oil ... cwt.	703	19,728	...	...	...	...	...	...	...	...
Lemon Grass Oil ... doz.	...	...	...	...	...	...	...	...	...	...
Other Oils ... cwt.	...	...	...	...	...	...	...	...	...	...
Coir Yarn ... ,,	10,073	1,59,594	3,912	61,978	120	1,901	...	...	58,718	9,30,315
Do. Rope ... ,,	...	...	...	...	...	...	...	...	...	...
Do. Fibre ... ,,	90	1,080	...	...	...	...	...	..	41	492
Do. Matting ... yds.	508,225	5,08,225	15,510	15,510	450	450	...	...	4,636	4,636
Do. Mats ... cwt.	24,384	7,80,288	8,100	2,59,200	6	192	...	...	517	16,544
Tea ... ... lbs.	2,664	1,721	...	...	44,107	28,486	...	...	238	153
Rubber ... ... ,,	6,720	3,675	169,550	92,722	104,719	57,266	...	...	...	...
Coffee ... ... cwt.	...	...	...	...	...	...	...	...	...	...
Pepper ... ... ,,	...	...	...	...	...	...	...	...	63,830	17,47,346
Ginger ... ... ,,	1,757	43,047	300	7,350	...	...	...	...	4,475	1,09,638
Cardamoms ... ,,	...	...	...	...	...	...	...	...	226	27,021
Turmeric ... ,,	...	...	1,317	14,693	...	...	...	...	286	3,191
Coprah ... ,,	78,975	14,83,249	...	...	...	...	...	...	...	...
Oil-cakes ... ,,	...	...	...	...	...	...	...	...	...	...
Cocoanuts ... Nos.	...	...	...	...	...	...	...	...	...	...
Nux Vomica ... cwt.	297	7,850	...	...	...	...	...	...	...	...
Fish and Prawns ... ,,	...	...	...	...	...	...	...	...	...	...
Arrowroot ... ,,	...	...	...	...	...	...	...	...	...	...
Sundries ... val.	...	4,880	...	2,607	...	31,376	...	3,600	...	3,130

Exports of Principal Articles from the Port of Alleppey from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.		Burmah.		Bombay.		Other Ports.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			RS.		RS.		RS.		RS.
Cocoanut Oil	cwt.	7	196	246	6,903	109	3,059	1,065	29,886
Lemon Grass Oil	doz.	...	...	...	...	...	...	...	...
Other Oils	cwt.	...	...	36	1,076	6	179	42	1,255
Coir Yarn	,,	45,327	7,18,150	318	5,038	3,536	56,024	122,004	19,33,000
Do. Rope	,,	77	1,155	8	120	248	3,720	333	4,995
Do. Fibre	,,	209	2,508	71	852	271	3,252	682	8,184
Do. Matting	yds.	10,850	10,850	158,800	1,58,800	237,060	2,37,060	935,531	9,35,531
Do. Mats	cwt.	227	7,264	1,151	36,832	3,752	1,20,064	38,137	12,20,384
Tea	lbs.	...	...	75	48	714	461	47.798	30,869
Rubber	,,	...	...	...	...	...	...	280.989	1,53,663
Coffee	cwt.	...	...	...	...	...	...	...	...
Pepper	,,	41	1,122	27,849	7,62,366	4,378	1,19,848	96,098	26,30,682
Ginger	,,	31	759	16,921	4,14,565	1,259	30,845	24,743	6,06,204
Cardamoms	,,	...	...	545	65,162	10	1,196	781	93,379
Turmeric	,,	...	...	5,064	56,495	620	6,917	7,287	81,296
Coprah	,,	120	2,254	145,456	27,31,846	44,926	8,43,765	269,477	50,61,114
Oil-cakes	,,	12	84	13,042	91,294	...	...	13,054	91,378
Cocoanuts	Nos.	9,500	544	1,048	60	...	...	10,548	604
Nux Vomica	cwt.	...	...	196	5,181	...	...	493	13 031
Fish and Prawns	,,	3,433	86,247	...	...	...	...	3,433	86,247
Arrowroot	,,	...	...	1,164	14,425	...	...	1,164	14,425
Sundries	val.	...	9,953	...	27,451	...	5,455	...	88 452
Total for 1921-22 ...		...	...	...	...	...	...	...	1,30,84, 579
Do. 1920-21 ...		...	...	...	...	...	...	...	1,11,74,311
Do. 1919-20 ...		...	...	...	...	...	...	...	66,08,762
Do. 1918-19 ...		...	...	...	...	...	...	...	61,73,021
Do. 1917-18 ...		...	...	...	...	...	...	...	64,77,670

Imports into the Port of Alleppey from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value	Quantity.	Value.	Quantity.	Value	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Apparel ... ... cases	...	...	...	...	...	...	...	...	...	...
Books and Printed Matter ... ... „	7	35	...	...	...	...	...	...	...	...
Building & Eng. Materials ... cases and cwts.	...	...	...	...	...	...	...	...	...	...
Bells ... ... „	...	...	...	...	...	...	...	...	...	...
Carriages, Cycles, etc. ... ... „	...	...	...	...	...	...	...	...	...	...
Church Goods ... ... „	...	...	...	...	...	...	...	...	...	...
Cement ... ... barrels	950	37,050	...	...	...	...	...	...	...	...
Clocks ... ... cases	1	100	...	...	...	...	...	...	...	...
Crockery ... ... crates	...	...	...	...	...	...	...	...	...	...
Cotton and Cotton Goods ... bales and cases	...	...	...	...	..	...	...	...	...	...
Drugs and Medicines ... ... „	...	...	...	...	497	1,93,830	...	...	3	72
Earthenware & Enamelledware ... crates	104	9,984	...	...	...	...	...	...	...	...
Fruits and Vegetables ... ... „	...	...	...	...	...	...	...	...	8	152
Glass and Glassware ... ... „	1	20	...	...	1	20	...	...	6	120
Grain and Pulse—Rice ... ... bags	...	...	...	...	...	...	...	...	1,072	15,008
Do. Paddy ... ... „	...	...	...	...	...	...	...	...	...	...
Hardware and Cutlery cwts., cases and pkgs.	321	69,015	...	...	..	...	...	...	14	686
Household Goods ... ... cases	...	...	...	...	1	765	...	...	4	3,060
Instruments and Apparatus ... „	...	...	...	...	17	2,669	...	...	...	...
Jute Manufactures ... bdles. and bales	7	966	...	...	...	...	...	...	439	60,582
Liquors—Wines ... ... gals.	122	1,098	...	...	...	...	...	...	...	...
Do. Spirits ... ... „	...	...	...	...	...	...	...	...	49	441
Do. Ale, Beer, etc. ... ... „	...	...	...	...	42	378	...	...	...	...

Imports into the Port of Alleppey from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Machinery and Millwork ... ... cases	38	1,140	...	...	15	450	...	...	...	...
Musical Instruments ... ... ,,	1	25	...	...	...	...	...	...	...	...
Matches ... ... ,,	...	...	...	...	...	...	...	...	...	...
Oils ... casks, drums and cases	...	...	...	...	...	...	...	...	...	...
Provisions ... ... ,,	...	...	...	...	18	162	...	...	8	72
Piece-goods ... cases, cwts. and bales	...	...	...	...	17	19,040	...	...	176	1,97,648
Paper and Pasteboard ... ... ,,	1,042	4,14,716	...	...	2	46	...	...	45	1,035
Paints and Colours cwts., kegs and cases	56	2,968	...	...	..	...	...	...	338	17,914
Perfumery ... ... ,,	...	...	...	...	...	...	...	...	...	...
Stationery ... ... ,,	29	7,308	...	...	...	...	...	...	6	1,512
Salts and Table Salt bags, cases and cwts.	...	...	...	...	10	20	...	...	...	...
Soaps and Toilet Requisites ... cases	8	872	...	...	4	88	...	...	4	88
Sugar ... ... bags	...	...	...	...	...	...	...	...	..	...
Toys and Fancy Goods ... ... cases	...	...	...	...	...	...	...	...	...	...
Tools ... ... ,,	41	2,214	...	...	...	...	...	...	...	...
Tar ... ...casks	...	...	...	...	7	49	...	...	...	...
Tobacco ... ...bdles. and cwts.	...	...	...	...	11,527	2,14,494	...	...	...	...
Umbrellas ... ... cases	...	...	...	...	...	...	...	...	...	...
Varnish ... ... ,,	...	...	...	...	...	...	...	...	15	495
Wool and Woollen Goods ... ... bales	...	...	...	...	...	...	...	...	...	...
Sundries ... ... val.	...	9,000	...	...	...	45,000	...	...	...	56,925

Imports into the Port of Alleppey from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Burmah.		Bombay.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Apparel ... ... cases	...	...	7	1,350	2	400	9	1,750
Books and Printed Matter ... ... „	...	...	4	364	10	500	21	899
Building & Eng. Materials ... cases and cwts.	...	...	2,832	2,32,224	1,281	1,05,042	4,113	3,37,266
Bells ... ... „	...	...	...	...	...	...	...	...
Carriages, Cycles, etc. ... ... „	...	...	...	...	...	...	...	...
Church Goods ... ... „	...	...	...	...	...	...	...	...
Cement ... ... barrels.	...	...	100	2,000	102	2,040	1,152	41,090
Clocks ... ... cases	...	...	...	...	...	...	1	100
Crockery ... ... crates	...	...	...	...	...	...	...	...
Cotton and Cotton Goods ... bales and cases	...	...	1,255	7,530	...	...	1,255	7 530
Drugs and Medicines ... ... „	...	...	353	8,472	271	6,504	1,124	2,08,878
Earthenware and Enamelledware ... crates	...	...	...	...	...	...	104	9,984
Fruits and Vegetables ... ... „	...	...	11	155	...	...	19	307
Glass and Glassware ... ... „	...	...	11	220	1	20	20	400
Grain and Pulse—Rice ... ... bags	...	...	22	330	700	8,700	1,794	24,038
Do. Paddy ... ... „	...	...	36	540	17,089	2,39,246	17,125	2,39,786
Hardware and Cutlery cwts., cases and pkgs.	...	...	6,050	2,96,450	1,110	54,390	7,495	4,20,541
Household Goods ... ... cases	...	...	2	786	...	...	7	4,611
Instruments and Apparatus ... „	...	...	27	4 239	...	...	44	6,908
Jute Manufactures ... bdles. and bales	...	...	449	76.330	113	1,808	1,008	1,39 686
Liquors—Wines... ... ... gals.	...	...	474	3,792	25	225	621	5,115
Do. Spirits ... ... „	...	...	...	...	16	144	65	585
Do. Ale, Beer, etc. ... ... „	...	...	...	...	...	...	42	378

Imports into the Port of Alleppey from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Burmah.		Bombay.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Machinery and Millwork ... ... cases	...	...	17	510	37	1,110	107	3,210
Musical Instruments ... ... „	...	...	...	...	...	...	1	25
Matches ... ... „	...	...	...	...	10	2,000	10	2,000
Oils ... casks, drums and cases	...	...	...	...	...	...	...	...
Provisions ... ... „	...	...	...	...	...	...	26	234
Piece-goods ... cases, cwts. and bales	...	...	...	...	150	12 000	343	2,28,688
Paper and Pasteboard ... ... „	...	...	91	1,183	106	1,378	1,286	4,18,358
Paints and Colours cwts., kegs and cases	...	...	3	159	3	159	400	21,200
Perfumery ... ... „	...	...	...	...	...	...	...	...
Stationery ... ... „	...	...	3	753	17	4,284	55	13,857
Salts and Table Salt bags, cases and cwts.	...	...	36,344	55 390	14,101	15,576	50,455	70,986
Soaps and Toilet Requisites ... cases	...	...	...	...	6	75	22	1,123
Sugar ... ... bags	...	...	4	568	...	...	4	568
Toys and Fancy Goods ... .. cases	...	...	...	...	...	...	...	...
Tools ... ... „	...	...	13	156	3	39	57	2,409
Tar ... ... casks	...	...	6	42	...	...	13	91
Tobacco ... ... bdles. and cwts.	...	...	...	...	...	...	11,527	2,14,494
Umbrellas ... ... cases	...	...	17	68	...	...	17	68
Varnish ... ... „	...	...	...	...	2	125	17	620
Wool and Woollen Goods ... ... bales	...	...	...	...	...	...	...	...
Sundries ... ... val.	...	...	26,103	...	...	60,913	...	1,97,941
Total for 1921-22 ...	...	...	...	...	...	...	...	26,25,724
Do. 1920-21 ...	...	...	...	...	...	...	...	21,37,712
Do. 1919-20 ...	...	...	...	...	...	...	...	1.02.89.731
Do. 1918-19 ...	...	...	...	...	...	..	...	73,07,038
Do. 1917-18 ...	...	...	...	...	...	...	...	6 55,021

Alleppey Export Distribution from 1st July, 1921 to 30th June, 1922.

Countries.	Cocoanut Oil.		Lemon Grass Oil.		Other Oils.		Coir Yarn.		Coir Rope.	
	CWT.	RS.	DOZ.	RS.	CWT.	RS.	CWT.	RS.	CWT.	RS.
To United Kingdom ...	703	19,728	...	...	...	...	7,834	1,24,120	...	...
„ Germany	...	...	...	...	...	...	769	12,184	...	...
„ France	...	...	...	...	...	...	...	...	...	...
„ Belgium	...	...	...	...	...	...	...	..	...	...
„ Holland	...	...	...	...	...	...	1,470	23,290	...	...
„ Norway	...	...	...	...	...	...	...	...	...	...
„ Denmark	..	...	...	...	...	...	...	...	...	..
„ America	...	...	...	...	...	...	3,912	61,978	...	...
„ Africa	...	...	...	...	...	..	...	...	...	...
„ Australia	..	...	...	...	...	...	479	7,589	...	...
„ New Zealand	...	...	...	...	...	...	...	...	...	...
„ Japan	...	...	...	...	...	...	1,912	30,294	...	...
„ China	...	...	...	...	...	...	...	...	199	2,985
„ Siam	...	...	...	...	...	...	...	...	...	...
„ Turkey	...	...	...	...	...	...	...	...	...	...
„ Ceylon	...	...	...	..	...	...	120	1,901	...	...
„ Straits	...	...	...	...	...	...	332	5,260	...	...
„ Burmah	7	196	..	...	...	...	45,327	7,18,150	77	1,155
„ Calcutta	...	...	...	...	...	...	58,718	9,30,315	...	...
„ Bombay	246	6,903	...	...	36	1,076	318	5,038	8	120
„ Other Indian Ports ...	109	3,059	...	...	6	179	813	12,881	49	735
Total for 1921-22 ...	1,065	29,886	...	...	42	1,255	122,004	19,33,000	333	4,995
Do. 1920-21 ...	16	528	...	...	136	3,808	120,172	17,27,473	155	2,325
Do. 1919-20 ...	104	3,744	1	100	39	1,482	99,042	11,88,504	49	1,029
Do. 1918-19 ...	1	25	...	...	104	2,990	81,966	8,60,644	201	4,824

Alleppey Export Distribution from 1st July, 1921 to 30th June, 1922—(*continued*).

Countries.	Coir Fibre.		Coir Matting.		Coir Mats.		Tea.		Rubber.	
	CWT.	RS.	YDS.	RS.	CWT.	RS.	LBS.	RS.	LBS.	RS.
To United Kingdom ...	90	1,080	507,925	5,07,925	24,204	7,74,528	2,664	1,721	6,720	3,675
„ Germany	...	...	...	...	...	...	...	...	...	...
„ France	...	...	300	300	5	160	...	...	...	...
„ Belgium	...	...	...	...	...	...	...	...	...	...
„ Holland	...	...	...	...	175	5,600	...	...	...	...
„ Norway	...	...	...	...	..	...	...	...	...	...
„ Denmark	...	...	...	...	...	...	...	...	...	...
„ America	...	...	15,510	15,510	8,100	2,59,200	...	...	169,550	92,722
„ Africa	147	1,764	35,950	35,950	745	23,840	304	196	...	...
„ Australia	46	552	158,260	1,58,260	2,026	64,832	...	...	...	...
„ New Zealand	...	...	8,400	8,400	231	7,392	...	...	...	...
„ Japan	...	...	5 650	5 650	82	2 624	...	...	...	...
„ China	57	684	23,500	23,500	470	15,040	...	...	...	...
„ Siam	...	...	...	...	9	288	...	...	...	...
„ Turkey	...	...	1,500	1,500	5	160	...	...	...	...
„ Ceylon	...	...	450	450	6	192	44,107	28,486	104,719	57,266
„ Straits	21	252	3,000	3,000	184	5,888	...	...	...	...
„ Burmah	209	2,508	10,850	10,850	227	7,264	...	...	...	...
„ Calcutta	41	492	4,636	4,636	517	16,544	238	153	..	...
„ Bombay	71	852	158,800	1,58,800	1,151	36,832	75	48	...	...
„ Other Indian Ports ...	...	...	800	800	...	...	410	265	...	...
Total for 1921-22 ...	682	8,184	935,531	9,35,531	38,137	12,20,384	47,798	30,869	280,989	1,53,663
Do. 1920-21 ...	694	9,022	639,325	4,79,494	14,969	4,79,008	95	48	8 916	8,885
Do. 1919-20 ...	354	3,186	374,242	2,80,681	10,436	2,60 900	31,365	21,564	35,091	48,250
Do. 1918-19 ...	197	1,773	151,065	75,532	3,883	77,660	10	5	9,856	19,712

Alleppey Export Distribution from 1st July, 1921 to 30th June, 1922—(*continued*).

Countries.	Pepper.		Ginger.		Cardamoms.		Turmeric.		Coprah.	
	CWT.	RS.	CWT.	RS.	CWT.	RS.	CWT.	RS.	CWT.	RS.
To United Kingdom ...	...	...	1,757	43,047	...	...	...	...	31 992	6 00,850
„ Germany	...	...	...	...	...	...	...	...	1,000	18,781
„ France	...	...	...	...	...	...	...	...	2,000	37,563
„ Belgium	...	...	...	...	...	...	...	...	3 000	56,344
„ Holland	...	...	...	...	...	...	...	...	19 980	3,75,249
„ Norway	...	...	...	...	...	...	...	...	10,000	1,87,812
„ Denmark	...	...	...	...	...	...	...	...	11,003	2,06,650
„ America	...	...	300	7,350	...	...	1,317	14,693	...	...
„ Africa	...	...	...	...	...	...	...	...	3	56
„ Australia	...	...	1,128	27,636	...	...	620	6,917	...	...
„ New Zealand	...	...	...	...	...	..	...	...	...	..
„ Japan	...	...	...	...	...	...	...	...	...	...
„ China	...	...	...	...	...	...	...	...	...	...
„ Siam	...	...	...	...	...	...	...	...	...	...
„ Turkey	...	...	...	...	...	...	...	...	...	...
„ Ceylon	...	...	...	...	...	...	...	...	...	...
„ Straits	...	...	...	...	...	...	...	...	...	...
„ Burmah	41	1,122	31	759	...	...	...	...	120	2,254
„ Calcutta	63,830	17,47,346	4,475	1,09,638	226	27,021	286	3,191	...	...
„ Bombay	27,849	7,62 366	16,921	4,14,565	545	65,162	5,064	56,495	145,456	27,31,846
„ Other Indian Ports ...	4,378	1,19,848	131	3,209	10	1,196	...	...	44,923	8,43,709
Total for 1921-22 ...	96 098	26,30,682	24,743	6,06,204	781	93,379	7,287	81,296	269,477	50,61,114
Do. 1920-21 ...	89,795	26.93 850	35,581	7,29,410	1,280	1,15,680	7,3 6	75 446	154,871	36,39,470
Do. 1919-20 ...	34,519	15,18,836	25.260	6.31,500	125	14.000	3,806	47,337	108,399	24,86,402
Do. 1918 19 ...	47,838	22,48,386	16,077	4,32,069	375	61,600	4,115	61,210	111,172	21,05,319

Alleppey Export Distribution from 1st July, 1921 to 30th June, 1922—(*continued*).

COUNTRIES.	Oil-cake.		Cocoanuts.		Fish and Prawns.		Arrowroot.		Nux Vomica.	
	CWT.	RS.	NOS.	RS.	CWT.	RS.	CWT.	RS.	CWT.	RS.
To United Kingdom ...	...	...	...	...	...	...	...	...	297	7,850
„ Germany	...	...	...	...	...	...	...	...	...	...
„ France	...	...	...	...	...	...	...	...	...	...
„ Belgium	...	...	...	...	...	...	...	...	...	...
„ Holland	...	...	...	...	...	...	...	...	...	...
„ Norway	...	..	...	...	...	...	...	...	...	...
„ Denmark	...	...	...	...	...	...	...	...	...	...
„ America	...	...	...	...	...	...	...	...	...	...
„ Africa	...	...	...	...	...	...	...	...	...	...
„ Australia	...	...	..	...	...	...	...	...	...	...
„ New Zealand	...	...	...	...	...	...	...	...	...	...
„ Japan	...	...	...	...	...	...	...	...	...	...
„ China	...	...	...	...	...	...	...	...	...	...
„ Siam	...	...	...	...	...	...	...	...	...	...
„ Turkey	...	...	...	...	...	...	...	...	...	...
„ Ceylon	...	...	...	...	...	...	...	...	...	...
„ Straits	...	...	...	...	...	...	...	...	...	...
„ Burmah	12	84	9,500	544	3,433	86,247	...	...	...	...
„ Calcutta	...	..	...	...	...	...	...	...	...	...
„ Bombay	13,042	91,294	1,048	60	...	...	1,164	14,425	196	5,181
„ Other Indian Ports ...	...	...	...	...		...	...	...	...	...
Total for 1921-22 ...	13,054	91,378	10,548	604	3,433	86,247	1,164	14,425	493	13,031
Do. 1920-21 ...	11,134	63,209	475	28	2,874	22,592	780	9,985	386	13,510
Do. 1919-20 ...	1,181	5,610	1,000	63	389	16,140	634	11,835	...	...
Do. 1918-19 ...	...	...	1,320	68	2,702	1,02,500	13	85	47	517

Exports from the Port of Mangalore from 1st July, 1921 to 30th June, 1922.

Articles.		Europe.		America.		Ceylon.		Madras.		Bombay.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			RS.		RS.		RS.		RS.		RS.
Apparel	val.	...	560	...	...	...	250	...	795	...	6,751
Arms, Ammunition, etc.	,,	...	...	...	...	...	...	...	...	...	...
Books & Printed Matter.	cwt.	8	1,275	...	...	56 lbs.	50	16	2,115	741	1,34,670
Building Materials—											
Bricks and Tiles ...	No.	...	...	...	...	18,06,175	88,664	2,236,538	97,855	21,332,256	9,54,263
Other sorts ...	val.	...	...	...	...	...	112	...	4,530	...	4,503
Cabinetware, etc. ...	,,	...	210	...	...	...	200	...	2,596	...	703
Candles	lbs.	...	...	...	...	...	...	729	469	106	45
Chemicals	val.	...	...	...	...	...	...	...	2,349	...	...
Coffee	cwt.	86,952	61,03,313	200	16,000	56 lbs.	30	319	17,438	2,853	2,03,246
Coir (manufactured and unmanufactured) ...	cwt.	200	2,000	...	...	...	...	7,380	83,925	1,036	11,273
Cotton—Twist and Yarn.	lbs.	...	...	...	...	...	...	11,222	14,619	12,220	8,330
Do. Piece-goods ...	yds.	...	...	...	...	...	...	149,410	1,17,225	157,949	1,24,024
Drugs and Medicines ...	val.	...	3,079	...	...	...	...	...	7,419	...	6 611
Dyeing and Tanning Materials.	cwt.	...	...	...	...	...	...	122	470	2,572	30,415
Earthenware & Porcelain.	val.	...	...	...	...	...	623	...	1,433	...	1,690
Fruits and Vegetables —											
Cocoanuts ...	No.	...	...	...	...	...	...	...	...	724,416	37,665
Coprah ...	cwt.	56 lbs.	12	...	...	...	...	270	6,045	11,608	3,49,810
Other sorts ...	val.	...	1,30,549	...	15,620	...	445	...	48,438	...	39,059
Glass and Glassware ...	,,	...	80	...	...	...	...	...	166	...	718

Grain and Pulse—												
Rice	cwt.	...	...	...	...	...	...	50,744	4,88,229	42,416	4,13,893
Other sorts ...	„	...	...	...	...	...	...	13,324	1,15,977	271	2,881
Hardware and Cutlery...	val.	...	1,330	...	...	...	225	...	29,215	...	59 268
Hides and Skins ...	cwt.	...	...	...	...	...	...	28 lbs.	5	107	2,167
Horn and Hornmeal ...	„	5	200	...	...	...	...	...	...	132	1,584
Jewellery and Plate of Gold and Silver ...	val.	...	...	...	...	...	200	...	...	...	...
Jute Manufactures— Gunnies ...	No.	...	...	...	...	...	...	46,525	11,457	21,720	5,517
Liquors—Spirits, Brandy.	gals.	...	...	...	...	...	...	...	...	...	...
Do. Other sorts ...	„	...	...	...	...	...	...	13,285	31,573	...	...
Do. Wines ...	„	...	...	...	...	...	...	...	...	...	...
Machinery and Millwork.	val.	...	...	...	...	...	...	...	...	...	...
Manures	tons.	...	...	...	...	119	12,672	265	12,640	280	45,596
Mats and Matting	sq. yds.	...	...	...	...	...	...	125,200	5,802	7,448	4,105
Metals ...	cwt.	...	...	...	...	...	...	180	3,420	1	16
Oils—Cocoanut ...	gals.	144	360	...	...	4	10	11,394	29,875	18,712	45,176
Do. Kerosene ...	„	...	...	...	...	...	...	196,168	1,98,020	4,500	5,075
Do. Other sorts ...	„	½	12	...	...	153	4,429	10,386	16,043	26,325	1,20 538
Oil-cake	cwt.	...	...	...	...	...	...	2,364	20,899	3,215	24,917
Provisions	„	1	65	...	...	56 lbs.	25	295	8,032	69	2,528
Salt	tons.	...	...	...	...	...	...	657	41,240	...	...
Seeds	cwt.	...	...	...	...	...	...	1,491	16,881	256	2,726
Shells and Cowries ...	val.	...	600	...	...	...	...	...	...	...	7,800
Spices :—Betelnuts ...	lbs.	...	...	...	...	...	...	248,640	72,201	6,697,376	20,82,680
Do. Cardamoms ...	„	560	589	...	...	...	...	840	725	45.808	49,355
Do. Chillies ...	„	...	...	...	...	...	...	151,312	35,876	44,744	10,006
Do. Cloves ...	„	...	...	...	...	...	...	...	...	...	...
Do. Ginger ...	„	...	...	...	...	...	...	...	...	...	...
Do. Pepper ...	„	106,400	36,376	25,,312	9,050	...	...	1,568	445	43,456	13,502
Do. Other sorts ...	„	...	...	...	...	...	...	336	66	11,424	1,676
Sugar—refined ...	cwt.	...	...	...	...	...	...	1,483	23,145	...	...
Do. unrefined ...	„	...	...	...	...	...	...	1,025	11,498	1.221	10,180
Tobacco	lbs.	...	...	...	...	...	...	486,386	1,65,578	73,017	26,618
Wood manufactures ...	val.	...	...	...	...	...	...	...	28,153	...	1,479
Sundries	„	...	50,124	...	...	...	1,48,764	...	70.473	...	1,48,537

Exports from the Port of Mangalore from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.		Bengal.		Burmah.		Other Ports.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			RS.		RS.		RS.		RS.
Apparel	val.	...	...	...	...	...	85	...	8,441
Arms, Ammunition, etc.	„	...	...	...	...	...	...	...	...
Books and Printed Matter ...	cwt.	...	...	...	...	82	9,927	847	1,48,037
Building Materials—									
Bricks and Tiles	No.	...	...	602,225	31,238	7,874,850	3,62,060	33,852,044	15,34,080
Other sorts	val.	...	...	...	..	...	107	...	9,252
Cabinetware, etc.	„	...	...	...	...	...	161	...	3,870
Candles	lbs.	...	...	...	...	56	40	891	554
Chemicals	val.	...	...	...	...	...	...	...	2,349
Coffee	cwt.	644	39,663	...	...	8,780	6,69,939	99,748	70,49,629
Coir (manufactured and unmanufactured)	cwt.	..	...	140	1,800	805	9,279	9,561	1,08,277
Cotton—Twist and Yarn ...	lbs.	...	...	...	...	...	...	23,442	22,949
Do. Piece-goods	yds.	...	...	...	...	8,894	7,944	3,16,253	2,49,193
Drugs and Medicines	val.	...	...	...	...	...	526	...	17,635
Dyeing and Tanning Materials ...	cwt.	...	...	...	...	611	9,529	3,305	40,414
Earthenware and Porcelain ...	val.	...	...	...	9	...	680	...	4,435
Fruits and Vegetables—									
Cocoanuts	No.	...	...	...	...	5,200	328	729,616	37,993
Coprah	cwt.	...	...	...	...	2,530	68,910	14,408	4,24,777
Other sorts	val.	...	...	...	...	...	97,030	...	3,31,141
Glass and Glassware	„	...	...	...	...	...	...	...	964
Grain and Pulse—									
Rice	cwt.	...	...	...	...	16,032	169,843	109,192	10,71,965
Other sorts	„	...	...	...	...	...	...	13,595	1,18,858
Hardware and Cutlery	val.	...	...	...	650	...	2,994	...	93,682
Hides and Skins	cwt.	...	...	...	...	...	...	107	2,172

Horn and Hornmeal	cwt.	...	...	...	...	...	...	137	1,784
Jewellery & Plate of Gold and Silver.	val.	...	...	...	...	...	...	...	200
Jute Manufactures—Gunnies ...	No.	...	...	...	...	...	...	68,245	16,974
Liquors—Spirits, Brandy ...	gals.	...	...	...	...	...	...	...	...
Do. Other sorts	„	...	...	...	...	...	...	13,285	31,573
Do. Wines	„	...	...	...	...	...	...	...	...
Machinery and Millwork ...	val.	...	...	...	...	...	...	...	...
Manures	tons	...	...	...	...	...	...	664	70,908
Mats and Matting ...	sq. yds.	...	...	...	...	283	82	132,931	9,989
Metals	cwt.	...	...	...	...	...	...	181	3,436
Oils—Cocoanut	gals.	...	...	...	...	...	...	30,254	75,421
„ Kerosene	„	...	...	...	...	...	..	200 668	2,03,095
„ Other sorts	„	35,280	35,167	...	...	14,860	11,689	87,004	1,87,878
Oil-cake	cwt.	...	...	...	...	...	...	5,579	45,816
Provisions	„	...	...	...	...	47	1,533	412	12,183
Salt	tons	...	...	...	...	...	...	657	41,240
Seeds	cwt.	...	...	...	...	...	...	1,747	19,607
Shells and Cowries	val.	...	...	...	...	...	...	...	8,400
Spices:—Betelnuts	lbs.	560	160	...	...	5,125.792	16,20,378	12,072,368	37,75 419
Do. Cardamoms	„	560	500	...	...	33,180	35,512	80,948	86,681
Do. Chillies	„	...	...	...	...	...	...	196,056	45,882
Do. Cloves	„	...	...	...	...	...	...	...	...
Do. Ginger	„	...	...	...	...	...	...	...	...
Do. Pepper	„	...	...	4,256	950	76,384	22,020	257,376	82,343
Do. Other sorts	„	...	...	...	...	...	...	11,760	1,742
Sugar—refined	cwt.	...	...	...	...	...	...	1,483	23,145
Do. unrefined	„	...	...	...	...	1,705	19,302	3,951	40,980
Tobacco	lbs.	...	...	...	...	140	50	559,543	1,92,246
Wood manufactures	val.	...	...	...	...	...	2,782	...	32,414
Sundries	„	...	1,311	...	...	..	31 305	...	4,50,514
Total for 1921-22 ...		...	...	...	...	...	...	...	1,67 40,537
Do. 1920-21 ...		...	...	...	...	...	...	...	1,87,47,804
Do. 1919-20 ...		...	...	...	...	...	...	...	2,22,61,060
Do. 1918-19 ...		...	...	...	..	...	...	...	2,33.84,128
Do. 1917-18 ...		...	...	...	...	...	...	...	1,45,95,948

Imports into the Port of Mangalore from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.		Rs.		Rs.		Rs.
Arms, Ammunition & Military Stores. val.	...	...	...	...	...	...	...	...	...	...
Apparel ... ... „	...	50	...	...	...	...	...	600	...	...
Books and Printed Matter ... cwt.	1	1,000	...	...	...	...	...	...	...	...
Building and Engineering Materials. val.	...	28,765	...	...	...	...	...	7,560	...	...
Cabinetware ... ... „	...	10	...	...	...	...	...	3,282	...	...
Canes and Rattans ... ... cwt.	...	...	...	...	...	...	325	598	...	...
Candles ... ... lbs.	...	...	...	...	...	...	...	...	...	...
Carriages and Carts ... ... val.	..	3,665	...	...	...	...	...	50	...	...
Chemicals ... ... „	...	662	..	...	...	...	...	...	...	3,800
Coal ... ... tons	...	...	...	...	...	...	...	...	...	...
Coffee ... ... cwt.	...	...	...	...	...	..	12	576	...	...
Coir Yarn (manufactures) ... „	...	...	...	...	...	...	8,387	66,217	...	...
Cotton—Twist and Yarn ... lbs.	400	902	...	...	...	...	...	...	...	...
Do. Piece-goods ... ... yds.	105	190	...	...	...	...	800	300	...	...
Drugs and Medicines ... ... val.	...	472	...	...	...	...	...	20,746	...	...
Dyeing and Tanning Materials ... cwt.	...	...	...	...	...	...	788	6,178	...	...
Fruits and Vegetables—Cocoanuts No.	...	...	...	...	...	...	1,403,197	34,635	..	..
Do. do. Coprah ... cwt.	...	...	...	...	...	...	...	...	...	..
Do. do. Other sorts. val.	...	36	...	...	...	1,094	...	4,717	...	..
Glass and Glassware ... ... „	...	13,150	...	...	...	...	...	400	...	...
Grain and Pulse—Rice ... cwt.	...	...	...	...	...	...	6,358	55,698	...	...
Do. Other sorts ... „	...	...	...	...	...	...	3,003	25,080	...	...
Hardware and Cutlery ... ... val.	...	73,246	...	10,000	...	...	...	2,365	...	...
Hides and Skins ... ... cwt.	...	...	...	...	...	...	17	262	...	...
Horn and Hornmeal ... ... „	...	...	...	...	...	...	...	...	...	...
Jewellery and Plate of Gold and Silver. val.	...	...	...	...	...	...	...	...	..	...
Jute—Gunnies .. ... No.	...	...	...	...	...	...	86,411	21,318	193,250	75,526

Liquors—Spirits	gals.	9	901	...	...	...	...	...	...	...	...	...
Do. Wines	,,	...	...	...	...	...	...	...	...	...	...	...
Do. Other sorts	,,	...	...	...	...	...	...	...	...	...	...	...
Machinery and Millwork ...	val.	...	10,740	...	...	...	415	...	2,615	...	750
Manures	tons	40	7,665	...	...	...	...	773	77,545	...	...
Matches	val.	...	...	...	...	...	...	...	...	...	...
Mats and Matting ...	sq. yds.	...	...	...	...	...	...	253,924	3,501	...	...
Metals	cwt.	608	13,271	...	...	...	...	...	...	...	...
Oils—Kerosene	gals.	...	...	81,126	90,000	...	...	...	...	...	...
Do. Other sorts	,,	21	210	...	...	...	...	106 743	2,02,605	...	...
Oil-cake	cwt.	...	...	...	...	...	...	21,636	1 19,153	...	...
Paints and Colours	val.	...	528	...	...	...	...	...	...	...	975
Perfumery	,,	...	...	...	...	...	...	...	...	...	...
Provisions	lbs.	11,984	12,233	...	...	...	...	2,800	1,202	...	...
Salt	Ind. mds.	½	1	...	...	...	...	3,974	9,770	...	...
Seeds	cwt.	...	...	...	...	...	...	136	1,108	...	...
Silk piece-goods	yds.	...	...	...	...	...	...	...	...	...	...
Soap	cwt.	1,152	46,864	...	...	...	...	199	3,594	...	...
Spices	lbs.	...	...	...	...	...	...	77,952	15,979	...	...
Sugar (refined and unrefined) ...	cwt.	38	3,423	...	...	...	...	841	6,027	...	...
Tea	lbs.	...	...	...	...	...	...	...	...	...	...
Tobacco	,,	...	...	...	...	...	...	13,860	4,620	2,050	375
Umbrellas	No.	1,900	9,076	...	...	...	...	72	240	...	...
Wood	val.	...	56	...	...	...	1,160	...	1,50,117	...	...
Wool piece-goods	yds.	84	530	...	...	...	...	...	...	...	...
Sundries	val.	...	21,330	...	...	...	712	...	6,29,640	...	7,990

Imports into the Port of Mangalore from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Bombay.		Burmah.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Arms, Ammunition and Military Stores... val.	...	...	...	...	...	...	...	...
Apparel ... ... ,,	...	22,695	...	...	...	100	...	23,445
Books and Printed Matter ... ... cwt.	14	2,781	...	...	...	...	15	3,781
Building and Engineering Materials ... val.	...	17,259	...	...	...	...	...	53,584
Cabinetware ... ... ,,	...	2,218	...	...	...		...	5,510
Canes and Rattans ... ... cwt.	46	465	...	...	...	...	371	1,063
Candles ... ... lbs.	408	215	...	...	..	..	408	215
Carriages and Carts ... ... val.	...	10,340	...	...	...	...	...	14,055
Chemicals ... ... ,,	...	51,047	...	...	...	...	..	55,509
Coal ... ... tons	2,697	81,875	...	...	...	...	2,697	81,875
Coffee ... ... cwt.	2,200	1,46,566	...	...	20,335	10,05,645	22,547	11,52,787
Coir Yarn (manufactures) ... ... ,,	...	...	...	...	...	...	8,387	66,217
Cotton—Twist and Yarn ... ... lbs.	638,470	10,11,824	...	...	...	...	638,870	10,12,726
Do. Piece-goods ... ... yds.	2,372,983	14,79,394	...	...	...	...	2,373,888	14,79,884
Drugs and Medicines ... ... val.	...	46,660	...	...	...	200	...	68,078
Dyeing and Tanning Materials ... cwt.	92	7,693	...	...	...	...	880	13,871
Fruits and Vegetables—Cocoanuts ... No.	...	...	...	...	...	...	1,403,197	34,635
Do. do. Coprah ... cwt.	8,639	1,69,147	...	...	...	...	8,639	1,69,147
Do. do. Other sorts ... val.	...	73,132	...	...	...	82,657	...	1,61,636
Glass and Glassware ... ... ,,	...	73,790	...	...	...	...	...	87,340
Grain and Pulse—Rice ... ... cwt.	755	7,913	...	...	...	...	7,113	63,611
Do. Other sorts ... ,,	57,628	6,02,970	...	...	29,683	2,21,950	90,314	8,50,000
Hardware and Cutlery ... ... val.	...	1,67,756	...	...	...	6,987	...	2,60,354
Hides and Skins ... ... cwt.	45	4,721	...	...	...	...	62	4,983
Horn and Hornmeal ... ... ,,	...	...	...	...	...	...	...	...
Jewellery and Plate of Gold and Silver ... val.	...	...	...	...	...	..	...	...
Jute—Gunnies ... ... No.	105,675	57,131	...	...	12,350	2,457	397,686	1,56,432

Liquors—Spirits	... gals.	669	22,158	...	...	...	...	678	23,059
Do. Wines	... „	893	10,498	...	...	27	336	920	10,834
Do. Other sorts ...	... „	510	2,772	...	...	...	...	510	2,772
Machinery and Millwork ...	... val.	...	39,251	...	...	...	...	...	53,771
Manures	... tons	1	84	...	...	...	...	814	85,294
Matches	... val.	...	75,307	...	...	...	...	...	75,307
Mats and Matting ...	sq. yds.	1,150	932	...	...	73	18	255,147	4,451
Metals	... cwt.	11,703	3,54,074	...	...	...	...	12,311	3,67,345
Oils—Kerosene	... gals.	...	...	...	...	...	...	81,126	90,000
Do. Other sorts ...	... „	292	164	...	...	...	...	107,056	2,02,979
Oil-cake	... cwt.	3,816	22,314	...	...	...	...	25,452	1,41,467
Paints and Colours ...	... val.	...	18,802	...	...	...	...	...	20,305
Perfumery	... „	...	4,540	...	...	...	...	...	4,540
Provisions	... lbs.	397,936	96,055	...	...	5,264	1,008	417,984	1,10,498
Salt	Ind. mds.	211,720	3,47,140	...	...	...	...	215,694	3,56,911
Seeds	... cwt.	9,940	1,46,569	...	...	126	1,505	10,202	1,49,182
Silk Piece-goods	... yds.	...	...	...	...	...	...	...	...
Soap	... cwt.	1,065	44,686	...	...	31	1,316	2,447	96,460
Spices	... lbs.	862,400	2,04,096	...	...	...	...	940,352	2,20,075
Sugar (refined and unrefined)	... cwt.	14,260	3,20,415	...	...	1,860	37,705	16,999	3,67,570
Tea	... lbs.	106	50	...	...	...	...	106	50
Tobacco	... „	25,498	9,094	...	...	1,736	260	43,144	14,349
Umbrellas	... No.	10,542	30,886	...	...	...	...	12,514	40,202
Wood	... val.	...	21,824	...	...	...	27	...	1,73,184
Wool Piece-goods ...	... yds.	...	...	...	...	...	...	84	530
Sundries	... val.	...	2,23,051	...	...	...	29,611	...	9,12,334
Total for 1921-22 ...		...	...	...	...	...	...	...	93,44,207
Do. 1920-21 ...		...	...	...	...	...	...	...	96,09,590
Do. 1919-20 ...		...	...	...	...	...	...	...	1,28,92,379
Do. 1918-19 ...		...	...	...	...	...	...	...	92,78,929
Do. 1917-18 ...		...	...	...	...	...	...	...	76,88,347

Exports from the Port of Tellicherry from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Apparel ... ... val.	...	300	...	...	...	...	...	...	...	...
Wax (excluding Candles) ... cwt.	...	...	...	...	...	...	21	1,764	...	...
Cocoanuts ... ... No.	...	...	...	...	...	...	...	...	...	...
Coffee ... ... cwt.	41,884	28,02,539	...	...	81	5,696	319	9,237	...	...
Coprah ... ... ,,	33,420	6,15,136	...	...	...	...	640	11,100	1,480	32,422
Cotton Piece-goods ... yds.	...	...	...	...	...	...	...	...	...	...
Coir Manufactured ... cwt.	...	...	300	4,500	...	...	2	20	...	...
Drugs and Medicines ... val.	...	14,548	...	...	...	...	...	1,335	...	...
Fish, dry (salted and unsalted). lbs.	...	...	...	...	363,664	97,390	14,194	1,995	5,264	1,575
Grain and Pulse, Rice and Paddy, cwt.	...	...	...	...	3	28	4,981	40,285	...	...
Do. Other sorts ... ,,	...	...	...	...	...	...	295	2,132	...	...
Manures ... ... tons.	...	...	...	...	...	...	303	26,838	...	...
Oils ... ... gals.	...	...	...	...	...	...	14,482	8,772	2,280	2,850
Provisions ... ... cwt.	...	...	...	...	...	...	112	1,721	...	...
Rubber, Raw ... ... lbs.	41,590	22,396	...	...	...	...	...	...	...	...
Seeds ... ... ,,	...	...	...	...	...	...	61	462	...	...
Spices, Betelnuts ... ... ,,	...	...	...	...	...	...	2,464	60	...	...
Do. Cardamoms ... ,,	112	224	...	...	...	...	...	...	...	...
Do. Pepper ... ... ,,	2,876,608	7,72,871	2,074,128	3,90,269	...	...	10,640	1,945	376,768	1,04,741
Tea ... ... ,,	422,926	2,56,189	...	...	...	...	...	...	...	...
Wood manufactures ... val.	...	...	...	...	...	...	...	763	...	...
Sundries ... ... ,,	...	1,22,362	...	26,561	...	3,464	...	27,432	...	12,279

Exports from the Port of Tellicherry from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.		Bombay.		Burmah.		Other Ports.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			RS.		RS.		RS.		RS.
Apparel	val.	...	...	...	...	...	...	...	300
Wax (excluding Candles) ...	cwt.	...	...	...	...	...	...	21	1,764
Cocoanuts	No.	6,941,675	3,72,799	...	...	275,000	14,604	7,216,675	3,87,403
Coffee	cwt.	418	16,981	...	...	2,289	1,60,382	44,991	29,94,835
Coprah	,,	1,600	30,345	...	...	420	10,100	37,560	6,99,103
Cotton Piece-goods	yds.	...	...	...	...	...	...	...	...
Coir Manufactured	cwt.	...	...	...	...	140	1,500	442	6,020
Drugs and Medicines	val.	...	...	...	...	...	...	...	15,883
Fish, dry (salted and unsalted) ...	lbs.	...	...	...	...	...	...	383,122	1,00,960
Grain and Pulse, Rice and Paddy ...	cwt.	...	...	...	...	...	...	4,984	40,313
Do. Other sorts ...	,,	...	...	...	...	...	...	295	2,132
Manures	tons.	12	848	...	...	...	...	315	27,686
Oils	gals.	1,096	2,366	...	...	...	...	17,858	13,988
Provisions	cwt.	69	3,018	500	18,701	...	...	681	23,440
Rubber, Raw	lbs.	...	...	...	...	...	...	41,590	22,396
Seeds	,,	...	...	...	...	...	...	61	462
Spices, Betelnuts	,,	...	...	...	...	...	...	2,464	60
Do. Cardamoms	,,	...	...	...	...	...	...	112	224
Do. Pepper	,,	6,720	1,202	...	...	...	...	5,344,864	12,71,028
Tea	,,	...	...	...	...	...	...	422,926	2,56,189
Wood manufactures	val.	...	...	...	...	...	...	...	763
Sundries	,,	...	1,89,227	...	...	...	41,040	...	4,22,365
Total for 1921-22 ...		...	...	...	...	...	...	...	62,87,314
Do. 1920-21 ...		...	...	...	...	...	...	...	52,18,702
Do. 1919-20 ...		...	...	...	...	...	...	...	27,45,990
Do. 1918-19 ...		...	...	...	...	...	...	...	50,50,487
Do. 1917-18 ...		...	...	...	...	...	...	...	11,86,964

Imports into the Port of Tellicherry from 1st July, 1921 to 30th June, 1922.

ARTICLES.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Apparel ... ... val.	...	330	...	...	...	...	...	25	...	...
Betelnuts ... ... cwt.	...	...	...	...	...	...	11,760	831	...	...
Cardamoms ... ... ,,	...	...	...	...	...	...	...	...	...	...
Coffee ... ... ,,	...	...	...	...	...	...	...	...	...	...
Coprah ... ... ,,	...	...	...	...	...	...	2,693	47,418	...	...
Cotton Manufactures ... val.	...	...	...	...	...	...	...	...	...	...
Coir (manufactured and unmanufactured) ... cwt.	...	...	...	...	...	...	...	...	...	...
Drugs and Medicines ... val.	...	1,673	...	...	...	...	...	12	...	...
Fish, dry (salted and unsalted) ... cwt.	...	...	...	...	...	...	5,571	36,106	...	...
Grain and Pulse—Rice and Paddy ,,	...	...	...	...	...	...	15,768	1,18,936	157,934	13,29,718
Do. Other sorts ,,	1	45	...	...	...	...	380	4,581	2,931	23,011
Gunnies (Jute) ... No.	...	...	...	...	1,000	500	58,150	14,877	113,700	41,430
Manures ... ... cwt.	...	...	...	...	...	...	1,765	4,237	...	...
Metals ... ... ,,	96	2,592	...	...	281	10,051	7	140	...	...
Oils ... ... gals.	...	...	160,269	1,85,249	...	...	2,826	3,494	...	...
Pepper ... ... cwt.	...	...	...	...	...	...	1,394	38,810	154	4,620
Provisions ... ... ,,	7	1,407	...	...	...	...	14	598	...	...
Salt ... Ind. mds.	...	...	...	...	...	...	4,204	10,260	...	...
Sandalwood ... ... val.	...	...	...	...	...	...	...	252	...	...
Seeds ... ... cwt.	...	...	...	...	...	...	322	2,200	72	775
Tobacco ... ... ,,	...	...	...	...	...	...	2	20	17	875
Wood Manufactures ... val.	...	...	...	46	...	...	...	1,123	...	...
Sundries ... ... ,,	...	16,004	...	468	...	3,609	...	94,785	...	25,332

Imports into the Port of Tellicherry from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Bombay.		Burmah.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Apparel ... ... val.	...	1,000	...	...	...	...	...	1,355
Betelnuts ... ... cwt.	...	...	...	...	...	...	11,760	831
Cardamoms ... ... ,,	...	...	...	...	...	...	...	...
Coffee ... ... ,,	...	...	...	...	...	...	...	...
Coprah ... ... ,,	...	...	...	...	...	...	2,693	47,418
Cotton Manufactures ... ... val.	...	88,206	...	...	...	...	...	88,206
Coir (manufactured and unmanufactured) ... ... cwt.	...	...	...	...	...	...	...	...
Drugs and Medicines ... ... val.	...	37,232	...	...	...	...	...	38,917
Fish, dry (salted and unsalted) ... cwt.	...	...	...	...	...	...	5,571	36,106
Grain and Pulse—Rice and Paddy ,,	5,169	43,659	103,726	6,91,805	...	...	282,597	21,84,118
Do. Other sorts ... ,,	10,613	1,13,285	...	...	2,624	13,446	16,549	1,54,368
Gunnies (Jute) ... ... No.	...	...	...	...	...	...	172,850	56,795
Manures ... ... cwt.	..	...	...	...	...	...	1,765	4,237
Metals ... ... ,,	4,218	44,966	...	...	...	...	4,603	57,749
Oils ... ... gals.	829	3,677	...	...	...	...	163,923	1,92,420
Pepper ... ... cwt.	1	50	...	...	...	...	1,549	43,480
Provisions ... ... ,,	399	11,407	...	...	...	...	420	13,412
Salt ... ... Ind. mds.	77,728	1,19,215	...	...	...	...	81,932	1,29,475
Sandalwood... ... ... val.	...	600	...	...	...	...	...	852
Seeds ... ... cwt.	6,846	82,860	...	...	...	...	7,240	85,835
Tobacco ... ... ,,	...	...	...	...	...	...	19	895
Wood Manufactures ... ... val.	...	125	...	...	...	...	...	1,294
Sundries ... ... ,,	...	3,93,359	...	...	...	37,798	...	5,71,355
Total for 1921-22 ...	...	...	...	...	...	...	...	37,09,118
Do. 1920-19 ...	...	...	...	...	...	...	...	37,43,559
Do. 1919-18 ...	...	...	...	...	...	...	...	20,85,694
Do. 1918-17 ...	...	...	...	...	...	...	...	16,55,048
Do. 1917-16 ...	...	...	...	...	...	...	...	9,11,682

Exports from the Port of Cannanore from 1st July, 1921 to 30th June, 1922.

Articles.		Europe.		America.		Ceylon.		Madras.		Bengal.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			RS.		RS.		RS.		RS.		RS.
Apparel	val.	...	...	...	...	...	...	...	50	...	...
Canes and Rattans ...	cwt.	..	...	..	...	...	...	...	...	...	...
Cocoanuts ...	No.	...	...	...	...	...	...	9,280	485	...	...
Coprah	cwt.	...	...	...	...	...	...	20	450	...	...
Coir Yarn (manufactures)	,,	...	...	...	...	...	...	140	2,015	...	...
Cotton Piece-goods ...	yds.	...	...	...	...	...	...	...	...	...	...
Do. Twist and Yarn	lbs.	...	...	...	...	...	...	...	...	...	...
Drugs and Medicines	val.	..	...	...	...	...	...	...	155	...	...
Dyeing & Tanning Materials	cwt.	...	...	...	...	...	...	...	...	...	...
Ginger	lbs.	...	...	...	...	...	...	...	...	...	...
Grain and Pulse ...	cwt.	...	...	...	...	...	...	9,372	82,380	...	...
Hides and Skins ...	val.	...	...	...	...	...	...	...	...	...	...
Manures	tons.	...	...	...	...	43	5,105	175	20,204	..	...
Mats and Matting ...	sq. yds.	...	...	...	...	...	...	25,000	50	...	...
Oils	gals.	...	...	...	...	...	...	7,920	7,323	13,118	17,875
Oil-cake	cwt.	...	...	...	...	...	...	...	...	...	...
Pepper	lbs.	56,000	15,000	...	...	..	...	328,496	80,255	965,776	2,70,695
Provisions—Fish, dry (salted and unsalted).	,,	...	...	...	...	262,304	65,824	12,992	2,475	...	...
Do. Other sorts	cwt.	...	...	...	...	...	...	15	684	...	...
Seeds	,,	...	...	...	...	...	...	17	331	...	...
Ships—parts of	val.	...	...	...	...	...	...	...	...	...	...
Spices	lbs.	...	...	...	...	...	...	17,632	3,379	...	...
Sugar (refined & unrefined)	cwt.	...	...	...	...	...	...	1,634	2,508	...	...
Tea	lbs.	...	...	...	...	...	...	350	160	...	...
Timber	val.	...	...	...	...	...	...	...	390	..	...
Tobacco	lbs.	...	...	...	...	315	350	3,460	1,015	...	...
Vegetables, fresh ...	val.	...	...	...	..	...	...	...	526	...	...
Sundries	,,	...	...	...	...	...	28,665	...	26,909	...	4,040

Exports from the Port of Cannanore from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.		Bombay.		Burmah.		Other Ports.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			RS.		RS.		RS.		RS.
Apparel	val.	...	4,029	...	...	...	...	...	4,079
Canes and Rattans	cwt.	...	...	...	...	...	...	...	...
Cocoanuts	No.	7,353,670	3,79,899	...	...	33,283	1,850	7,396,233	3,82,234
Coprah	cwt.	180	4,005	...	...	80	1,824	280	6,279
Coir Yarn (manufactures) ...	„	...	...	...	...	...	...	140	2,015
Cotton Piece-goods	yds.	20,764	14,546	306	524	150	240	21,220	15,310
Do. Twist and Yarn ...	lbs.	400	400	...	...	...	...	400	400
Drugs and Medicines ...	val.	...	1,660	...	...	...	...	...	1,815
Dyeing and Tanning Materials...	cwt.	...	...	...	...	...	...	...	...
Ginger	lbs.	...	...	...	...	112	75	112	75
Grain and Pulse	cwt.	2	10	...	...	...	...	9,374	82,390
Hides and Skins	val.	...	...	...	...	...	...	...	...
Manures	tons.	...	...	...	...	6	360	224	25,669
Mats and Matting	sq. yds.	16,000	456	...	...	...	...	41,000	506
Oils	gals.	12,904	19,980	...	...	...	...	33,942	45,178
Oil-cake	cwt.	...	...	...	...	...	...	...	...
Pepper	lbs.	60,480	13,401	...	...	9,744	2,600	1,420,496	3,81,951
Provisions—Fish, dry (salted & unsalted)	„	...	...	...	...	...	...	275,296	68,299
Do. Other sorts ...	cwt.	5	264	...	...	...	...	20	948
Seeds	„	...	...	...	...	...	...	17	331
Ships—parts of ...	val.	...	...	...	...	...	...	...	...
Spices	lbs.	5,824	1,310	...	...	...	...	23,456	4,689
Sugar (refined and unrefined) ...	cwt.	...	...	...	...	...	...	1,634	2,508
Tea	lbs.	2,260	1,046	...	...	...	...	2,610	1,206
Timber	val.	...	...	...	...	...	...	...	390
Tobacco	lbs.	376	270	...	...	...	...	4,151	1,635
Vegetables, fresh	val.	...	...	...	...	...	...	...	526
Sundries		...	21,241	...	...	...	6,120	...	86,975
Total for 1921-22 ...		...	...	...	...	...	...	...	11,15,408
Do. 1920-21 ...		...	...	...	...	...	...	...	11,71,788
Do. 1919-20 ...		...	...	...	...	...	...	...	8,08,242
Do. 1918-19 ...		...	...	...	...	...	...	...	5,54,292
Do. 1917-18 ...		...	...	...	...	...	...	...	2,76,431

Imports into the Port of Cannanore from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Apparel ... ... val.	...	...	...	...	...	...	...	...	...	...
Coffee ... ... cwt.	..	...	...	...	...	...	...	...	...	...
Drugs and Medicines ... val.	...	35	...	...	...	...	...	...	...	...
Glass and Glassware ... ,,	...	...	...	...	...	...	...	...	...	100
Grain and Pulse ... cwt.	...	...	...	...	...	...	25,882	1,93,372	56,659	4,58,082
Gunnies (Jute) ... No.	...	...	...	...	...	...	1,600	355	7,500	4,125
Cotton—Twist and Yarn... lbs.	...	...	...	...	...	...	...	...	...	...
Liquors ... ... gals.	...	...	...	...	...	...	...	...	...	...
Manures ... ... tons	...	...	...	...	...	...	64	5,754	...	...
Millwork and Machinery. val.	...	...	...	...	...	...	...	...	...	...
Cotton Piece-goods ... yds.	...	...	...	...	...	...	...	...	...	...
Oils ... ... gals.	...	...	...	...	...	...	12,440	6,500	...	...
Pepper ... ... lbs.	...	...	...	...	...	...	10,640	1,945	...	...
Provisions ... ... ,,	224	425	...	...	...	...	36,960	10,800	...	...
Salt ... ... tons	...	...	...	...	...	...	...	...	..	...
Spices ... ... lbs.	...	..	...	...	...	...	...	...	...	...
Seeds ... ... cwt.	...	...	...	...	...	...	510	3,925	...	...
Tobacco ... ... lbs.	...	...	...	...	...	...	...	...	34,502	5,985
Wood manufactures ... val.	...	...	...	...	...	...	...	880	...	...
Sundries ... .. ,,	...	7,265	...	...	...	...	...	1,40,129	...	2,01,491

Imports into the Port of Cannanore from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Bombay.		Burmah.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Apparél ... ... val.	...	4,470	...	...	...	...	...	4,470
Coffee ... ... cwt.	7	700	...	...	...	...	7	700
Drugs and Medicines ... ... val.	...	2,255	...	...	...	...	...	2,290
Glass and Glassware ... ... „	...	26,370	...	...	...	...	...	26,470
Grain and Pulse ... ... cwt.	16,028	1,48,455	148,475	9,61,298	309	3,400	247,353	17,64,607
Gunnies (Jute) ... ... No.	3,000	562	...	...	...	...	12,100	5,042
Cotton—Twist and Yarn ... ... lbs.	1,492,300	18,34,130	...	...	...	...	1,492,300	18,34,130
Liquors ... . gals.	134	2,544	...	...	...	...	134	2,544
Manures ... ... tons	...	...	...	...	...	...	64	5,754
Millwork and Machinery ... ... val.	...	10,250	...	...	...	...	...	10,250
Cotton Piece-goods ... ... yds.	2,851,568	15,47,007	...	...	...	...	2,851,568	15,47,007
Oils ... ... gals.	...	...	...	...	...	...	12,440	6,500
Pepper ... ... lbs.	...	...	...	...	...	...	10,640	1,945
Provisions ... ... „	37,718	12,756	...	...	378	178	75,280	24,159
Salt .. .. tons	3,036	1,29,669	...	...	...	..	3,036	1,29,669
Spices ... . lbs.	47,152	11,264	...	...	...	...	47,152	11,264
Seeds ... ... cwt.	3,541	35,955	1,524	8,700	...	...	5,575	48,580
Tobacco ... ... lbs.	...	...	...	...	...	...	34,502	5,985
Wood manufactures ... ... val.	...	100	...	...	...	...	...	980
Sundries ... ... „	...	6,05,850	...	3,18,397	...	1,16,943	...	13,90,075
Total for 1921-22 ...	...	...	...	...	...	...	...	68,22,421
Do. 1920-21 ...	...	...	...	...	...	...	...	54,40 327
Do. 1919-20 ...	...	...	..	...	...	...	...	34,94,639
Do. 1918-19 ...	...	...	...	...	...	...	...	18,08,089
Do. 1917-18 ...	...	...	...	...	...	...	...	10,84,857

Exports from the Port of Badagara from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bombay.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Canes and Rattans ... cwt.	...	...	...	...	...	...	315	469	...	...
Cocoanuts ... ... No.	...	...	...	...	...	...	28,500	1,296	5,083,920	2,75,758
Coprah ... ... cwt.	98,720	17,07,765	...	...	...	...	9,760	2,00,361	91,900	19,13,176
Coir Yarn (manufactured) ... ,,	...	...	...	...	...	...	20	306	81	686
Grain and Pulse ... ... ,,	...	...	...	..	...	...	11,220	87,529	123	1,383
Oils ... ... gals.	...	...	...	...	...	...	55,530	45,881	25,124	24,104
Provisions ... ... lbs.	...	...	...	...	...	...	...	...	672	44
Seeds ... ... cwt.	...	...	...	...	...	...	340	4,741	...	...
Spices—Ginger ... ... lbs.	...	...	...	...	...	...	...	..	...	...
Do. Pepper ... ,,	84,000	21,900	...	...	...	...	...	...	79,296	16,991
Do. Other sorts ... ,,	...	...	...	...	...	...	3,360	354	56	3
Sugar (refined and unrefined) cwt.	...	...	...	...	...	...	...	...	...	...
Timber ... ... val.	...	...	...	...	...	...	...	...	...	...
Tobacco ... ... lbs.	..	...	...	...	...	...	33	5	...	...
Sundries ... ... val.	...	...	...	...	...	74,498	...	83,769	...	10,151

Exports from the Port of Badagara from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Bengal.		Burmah.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Canes and Rattans ... ... cwt.	...	...	...	...	...	...	315	469
Cocoanuts ... ... No.	...	...	...	...	...	...	5,112,420	2,77,054
Coprah ... ... cwt.	...	...	...	...	12,380	2,47,348	212,760	40,68,650
Coir Yarn (manufactured) ... ,,	...	...	...	...	...	...	101	992
Grain and Pulse ... ... ,,	...	...	...	...	...	...	11,343	88,912
Oils... ... ... gals.	22,510	17,442	...	...	...	...	103,164	87,427
Provisions ... ... lbs.	...	...	...	...	56	3	728	47
Seeds ... ... cwt.	...	...	...	...	...	...	340	4,741
Spices—Ginger ... ... lbs.	...	...	...	...	...	...	...	...
Do. Pepper ... ... ,,	...	...	...	...	...	...	163,296	38,891
Do. Other sorts ... ... ,,	...	...	...	...	...	...	3,416	357
Sugar (refined and unrefined) ... cwt.	...	...	...	...	...	...	...	...
Timber ... ... val.	...	...	...	...	...	...	...	...
Tobacco ... ... lbs.	...	...	...	...	...	...	33	5
Sundries ... ... val.	...	...	...	...	...	2,626	...	1,71,044
Total for 1921-22 ...	...	...	...	...	...	...	...	47,38,589
Do. 1920-21 ...	...	...	...	...	...	...	...	29,18,603
Do. 1919-20 ...	...	...	...	...	...	...	...	31,75,807
Do. 1918-19 ...	...	...	...	...	...	...	...	26,29,507
Do. 1917-18 ...	...	...	...	...	...	...	...	16,34,354

Imports into the Port of Badagara from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bengal.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Drugs and Medicines ... val.	...	...	...	...	...	...	...	...	...	...
Grain and Pulse ... ... cwt.	...	...	...	...	...	...	69,607	4,92,650	132,925	10,56,700
Gunnies (Jute) ... ... No.	...	...	...	...	...	...	9,500	2,659	...	...
Provisions ... ... lbs.	...	...	...	...	...	...	...	...	...	...
Salt ... ... tons	...	...	...	...	..	...	37	2,500	...	...
Spices ... ... lbs.	...	...	...	...	...	...	168	45	...	...
Seeds ... ... cwt.	...	...	...	...	...	...	26	267	221	2,550
Tobacco ... ... lbs.	...	...	...	...	...	...	...	...	...	...
Wood Manufactures ... val.	...	...	...	...	...	...	...	8,574	...	...
Sundries ... ... ,,	...	...	...	..	...	...	...	65,127	...	29,034

Imports into the Port of Badagara from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Bombay.		Burmah.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Drugs and Medicines ... ... val.	...	...	...	...	...	...	...	...
Grain and Pulse ... ... cwt.	52,231	3,06,453	76,342	4,26,619	688	9,557	331,793	22,91,979
Gunnies (Jute) ... ... No.	1,080	530	...	...	...	...	10,580	3,189
Provisions ... ... lbs.	...	...	...	...	...	...	...	...
Salt ... ... tons	2,146	99,516	...	...	...	...	2,183	1,02,016
Spices ... ... lbs.	...	...	...	...	...	...	168	45
Seeds ... ... cwt.	169	2,730	...	...	...	...	416	5,547
Tobacco ... ... lbs.	...	...	...	...	...	...	...	...
Wood Manufactures ... ... val.	...	50	...	...	...	...	...	8,624
Sundries ... ... ,,	...	1,11,903	...	...	...	12,674	...	2,18,738
Total for 1921-22 ...	...	...	...	...	...	...	...	26,30,138
Do. 1920-21 ...	...	...	...	...	...	...	...	21,50,438
Do. 1919-20 ...	...	...	...	...	...	...	...	10,50,584
Do. 1918-19 ...	...	...	...	...	...	...	...	6,90,628
Do. 1917-18 ...	...	...	...	...	...	...	...	5,03,595

Exports from the Port of Ponnani from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bombay.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Canes and Rattans... cwt.	...	...	...	...	...	...	...	...	15	15
Cocoanuts ... No.	...	...	...	...	...	...	90,665	4,673	9,189,688	4,64,068
Coprah ... cwt.	...	...	...	...	...	...	18,065	3,61,945	...	...
Coir Yarn (manufactured) ... ,,	...	...	...	...	...	...	17,550	1,40,156	4,823	39,667
Grain and Pulse ... ,,	...	...	...	...	...	...	220	2,450	...	...
Oils ... gals.	...	...	...	...	...	...	3,260	6,838	2,432	7,244
Provisions ... lbs.	...	...	...	...	...	...	1,120	120	112	4
Seeds ... cwt.	...	...	...	...	...	...	...	...	...	...
Spices—Ginger ... lbs.	...	...	...	...	...	...	...	...	...	...
Do. Pepper ... ,,	...	...	...	...	...	...	224	42	...	...
Do. Other sorts. ,,	...	...	...	...	...	...	1,342	120	4,928	435
Sugar (refined and unrefined) ... cwt.	...	...	...	...	...	...	...	...	...	...
Timber ... val.	...	...	...	...	...	...	...	...	...	...
Tobacco ... lbs.	...	...	...	...	...	...	...	...	...	...
Sundries ... val.	...	...	...	...	...	38,171	...	46,807	...	13,833

Exports from the Port of Ponnani from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Bengal.		Burmah.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.		Rs.		Rs.
Canes and Rattans... ... ... cwt.	...	...	...	...	20	20	35	35
Cocoanuts ... ... No.	...	...	...	...	750,175	37,573	10,030,528	5,06,314
Coprah ... ... cwt.	...	...	...	...	...	...	18,065	3,61,945
Coir Yarn (manufactured) ... ... ,,	...	...	...	...	300	2,454	22,673	1,82,277
Grain and Pulse ... ... ,,	...	..	...	...	...	...	220	2,450
Oils ... ... gals.	...	...	...	...	180	540	5,872	14,622
Provisions ... ... lbs.	...	...	...	...	372	36	1,604	160
Seeds ... ... cwt.	...	...	...	...	...	...	...	...
Spices—Ginger ... ... lbs.	...	...	...	...	...	...	...	...
Do. Pepper ... ... ,,	...	...	...	...	...	...	224	42
Do. Other sorts ... ... ,,	...	...	...	...	112	10	6,382	565
Sugar (refined and unrefined)... ... cwt.	...	...	...	...	...	...	...	...
Timber ... ... val.	...	...	...	...	...	...	...	...
Tobacco... ... ... lbs.	...	...	...	...	...	...	...	...
Sundries ... ... val.	...	2,530	...	...	..	2,275	...	1,03,616
Total for 1921-22 ...	...	...	...	...	...	...	...	11,72,026
Do. 1920-21 ...	...	...	...	...	...	...	...	8,59,390
Do. 1919-20 ...	...	...	...	...	...	...	...	10,90,218
Do. 1918-19 ...	...	...	...	...	...	...	...	6,55,880
Do. 1917-18 ..	...	...	...	...	...	...	...	6,25,313

Imports into the Port of Ponnani from 1st July, 1921 to 30th June, 1922.

Articles.	Europe.		America.		Ceylon.		Madras.		Bombay.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.		RS.
Canes and Rattans ... cwt.	...	...	...	...	...	...	...	...	...	...
Cocoanuts ... No.	...	...	...	...	...	...	1,500	60	...	...
Coprah ... cwt.	...	...	...	...	...	...	...	...	...	...
Coir Yarn (manufactured) ... ,,	...	...	...	...	...	...	43	400	...	...
Grain and Pulse ... ,,	...	...	...	...	...	...	69,372	6,06,922	1,864	13,015
Oils ... gals.	...	...	...	...	...	...	5,204	5,600	...	...
Provisions ... lbs.	...	...	...	...	...	...	10,100	1,998	...	...
Salt Ind. mds.	...	...	...	...	...	...	...	...	211,237	3,47,278
Seeds ... cwt.	...	...	...	...	...	..	293	4,310	37	638
Spices—Ginger ... lbs.	...	...	...	...	...	...	...	...	...	...
Do. Pepper ... ,,	...	...	...	...	...	...	...	...	...	...
Do. Other sorts ... ,,	...	...	...	...	...	...	7,196	1,752	...	...
Sugar (refined and unrefined) ... cwt.	...	...	...	...	...	...	862	16,637	237	4,740
Timber ... val.	...	...	...	...	...	...	...	1,505	...	...
Tobacco ... lbs.	...	...	...	...	...	...	87	40	...	...
Sundries ... val.	...	...	...	...	...	...	...	1,13,371	...	1,751

Imports into the Port of Ponnani from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Bengal.		Burmah.		Other Ports.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		RS.		RS.		RS.		RS.
Canes and Rattans ... ... cwt.	...	...	...	...	...	...	...	...
Cocoanuts ... ... No.	...	...	...	...	...	...	1,500	60
Coprah ... ... cwt.	...	...	...	...	...	...	...	...
Coir Yarn (manufactured) ... ,,	...	...	...	...	...	...	43	400
Grain and Pulse ... ... ,,	13,544	1,12,469	...	...	...	...	84,780	7,32,406
Oils ... ... gals.	...	...	...	...	...	...	5,204	5,600
Provisions ... ... lbs.	...	...	...	...	...	...	10,100	1,998
Salt ... ... Ind. mds.	...	...	...	...	...	...	211,237	3,47,278
Seeds ... ... cwt.	...	...	...	...	...	...	330	4,948
Spices—Ginger ... ... lbs.	...	...	...	...	...	...	...	...
Do. Pepper ... ... ,,	...	...	...	...	...	...	...	...
Do. Other sorts ... ... ,,	...	...	...	...	...	...	7,196	1,752
Sugar (refined and unrefined) ... cwt.	654	12,455	...	...	...	...	1,753	33,832
Timber ... ... val.	...	...	...	...	...	...	...	1,505
Tobacco ... ... lbs.	3,692	775	...	...	...	...	3,779	815
Sundries ... ... val.	...	1,51,325	...	...	...	...	...	2,66,447
Total for 1921-22 ...	...	...	...	...	...	...	...	13,97,041
Do. 1920-21 ...	...	...	...	..	...	...	...	12,37,000
Do. 1919-20 ...	...	...	...	...	...	...	..	7,95,078
Do. 1918-19 ...	...	...	...	...	...	...	...	10,31,259
Do. 1917-18 ...	...	...	...	...	...	...	...	9,17,833

Summary of Articles exported from Coast Ports from 1st July, 1921 to 30th June, 1922.

Articles.		Alleppey.		Cochin.		Ponnani.		Calicut.		Badagara.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			RS.		RS.		RS.		RS.		RS.
Apparel	val.	...	...	...	...	...	...	...	...	...	...
Arrowroot	cwt.	1,164	14,425	...	...	...	...	...	...	...	...
Arms, Ammunition, etc. ...	val.	...	...	...	...	...	...	...	...	...	...
Bricks and Tiles... ...	No.	...	...	...	...	...	...	...	...	...	...
Betelnuts	lbs.	...	...	...	...	...	...	672,472	49,619	...	...
Books and Printed Matter ...	cwt.	...	...	...	...	...	...	...	...	...	...
Cocoanut Oil	gals.	12,780	29,886	6,618,171	1,54,99,596	...	...	244,761	4,77,428	...	...
Cordage and Rope of Vegetable Fibre ...	cwt.	1,015	13,179	62,009	6,97,040	...	...	28,096	3,07,277	...	...
Coir (manufactured and unmanufactured)... ...	,,	122,004	19,33,000	736,688	1,16,45,839	22,673	1,82,277	339,808	14,62,656	101	992
Coprah	,,	269,477	50,61,114	170,225	31,97,221	18,065	3,61,945	183,580	34,45,706	212,760	40,68,650
Cotton—Twist and Yarn ...	lbs.	...	...	62,900	9,500	...	...	6,578,880	48,12,425	...	...
Coffee	cwt.	...	...	3,283	2,42,495	...	...	20,194	13,99,640	...	...
Cocoanuts	No.	10,548	604	59,538	3,533	10,030,528	5,06,314	26,532,625	13,81,211	5,112,420	2,77,054
Cotton Piece-goods ...	yds.	...	...	...	...	...	...	91,695	85,916	...	...
Cardamoms	lbs.	87,472	93,379	...	...	...	...	70,672	1,38,865	...	...
Canes and Rattans ...	cwt.	...	...	...	...	35	35	...	...	315	469
Cabinetware, etc. ...	val.	...	...	...	...	...	...	...	...	...	...
Candles	lbs.	...	...	...	...	...	...	...	...	...	...
Chillies	val.	...	...	...	...	...	...	...	...	...	...
Drugs and Medicines ...	,,	...	...	...	...	...	...	...	...	...	...
Dyeing and Tanning materials.	cwt.	...	...	...	...	...	...	...	...	...	...
Earthenware and Porcelain...	val.	...	...	...	...	...	...	...	...	...	...
Ginger	lbs.	2,771,216	6,06,204	4,023,495	8,79,348	...	...	3,583,328	8,64,385	...	...
Gunnies	No.	...	...	294,025	78,396	...	...	35,650	9,521	...	...
Glass and Glassware ...	val.	...	...	...	...	...	...	...	...	...	...
Hides and Skins... ...	cwt.	...	...	...	...	...	...	...	...	...	...

Hardware and Cutlery ...	val.	...	...	...	...	...	...	...	...	...	..
Horn and Hornmeal ...	cwt.	...	...	...	...	...	...	...	...	...	...
Kerosene Oil	gals.	...	...	...	...	...	...	...	...	...	...
Lemon Grass Oil ...	,,	...	...	54,769	11 27,061	...	...	...	...	...	...
Mats and Matting ...	val.	...	21,55,915	...	1,21,328	...	...	...	...	...	...
Machinery and Millwork ...	,,	...	...	...	...	...	...	...	...	...	...
Manures	tons	...	...	2,290	4,21,583	...	...	5,506	8,65,077	...	..
Metals	cwt.	...	...	...	...	...	...	...	...	...	...
Nux Vomica	,,	493	13,031	10,781	2,84,984	...	...	...	...	...	...
Other Oils	gals.	504	1,255	784,216	19,53,611	5,872	14,622	...	...	103,164	87,427
Oil-cake	cwt.	13,054	91,378	279,529	17,89,914	...	...	...	...	...	...
Pepper	lbs.	10,762,976	26,30,682	6,717,200	16,15,893	224	42	1,840,720	4,49,560	163,296	38,891
Provisions	,,	...	...	4,512 928	18,07,582	1,604	160	...	...	728	47
Grain & Pulse, Rice and Paddy.	cwt.	...	...	114,000	9,46,589	...	...	17,647	1,57,400	...	...
Do. Other sorts ...	,,	...	...	...	...	220	2,450	...	...	11,343	88,912
Rubber	lbs.	280,989	1,53,663	4,587,711	25,32,360	...	...	329,406	2,06,760	...	...
Sugar (refined and unrefined).	,,	...	...	...	...	...	...	7,376	1,15,302	...	...
Salt	tons	...	...	...	...	...	...	680	39,783	...	...
Salted Fish	lbs.	384,496	86,247	...	...	...	...	835,744	2,47,124	...	...
Seeds	cwt.	...	...	...	...	...	...	...	...	340	4,741
Shell and Cowries ...	val.	...	...	...	...	...	...	...	...	...	...
Tea	lbs.	47,798	30,869	7,933,497	51,57,097	...	...	5,446,967	43,92,561	...	...
Tobacco	,,	...	...	...	...	...	...	...	...	33	5
Turmeric	cwt.	7,287	81,296	11,209	1,25,107	...	...	543	7,816	...	...
Wax	,,	...	...	...	...	...	...	...	...	...	...
Wood...	tons	...	...	4,737	3,35 000	...	...	11,923	11,81,294	...	...
Sundries	val.	...	88,452	...	9,78,429	...	1,04,181	...	16,77,291	...	1,71,401
Total ...		...	1,30,84,579	...	5,14,49,506	...	11,72,026	...	2,37,74,617	..	47,38,589

Summary of Articles exported from Coast Ports from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.		Tellicherry.		Cannanore.		Mangalore.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Rs.		Rs.		Rs.		Rs.
Apparel	val.	...	300	...	4,079	...	8,441	...	12,820
Arrowroot	cwt.	...	...	...	...	...	...	1,164	14,425
Arms, Ammunition, etc.... ...	val.	...	...	...	...	...	...	...	...
Bricks and Tiles	No.	...	...	...	...	33,852,944	15,34 080	33 852,944	15,34 080
Betelnuts	lbs.	2,464	60	...	...	12,072 368	37 75,419	12,747,304	38,25,098
Books and Printed Matter ...	cwt.	...	...	...	...	847	1,48,037	847	1 48,037
Cocoanut Oil	gals.	...	...	...	...	30 254	75,421	6,905,966	1,60,82,331
Cordage and Rope of Vegetable Fibre	cwt.	...	...	...	...	...	...	91,120	10,17,496
Coir (manufactured and unmanufactured)	„	442	6,020	140	2 015	9,561	1,08,277	1,231,417	1,53,41,076
Coprah	„	37,560	6,99,103	280	6,279	14 408	4,24,777	906 355	1,72,64,795
Cotton—Twist and Yarn ...	lbs.	...	...	400	400	23,442	22,949	6,665,62?	48,45,274
Coffee	cwt.	44,991	29,94,835	...	...	99,748	70 49,629	168,216	1,16,86 599
Cocoanuts	No.	7,216,675	3,87,403	7,396 233	3,82,234	729,616	37,993	57,088,183	29,76,346
Cotton Piece-goods	yds.	...	...	21,220	15,310	316,253	2,49 193	429,168	3,50 419
Cardamoms	lbs.	112	224	...	...	80,948	86,681	239 204	3,19,149
Canes and Rattans	cwt.	...	...	...	...	...	...	350	504
Cabinetware, etc.	val.	...	...	...	...	...	3,870	...	3,870
Candles	lbs.	...	...	...	...	...	554	...	554
Chillies	val.	...	...	...	...	...	45,882	...	45,882
Drugs and Medicines	„	...	15,883	...	1,815	...	17,635	...	35,333
Dyeing and Tanning Materials ...	cwt.	...	...	...	...	3,305	40,414	3,305	40,414
Earthenware and Porcelain ...	val.	...	...	...	...	...	4,435	...	4,435
Ginger	lbs.	...	...	112	75	...	...	10,378,151	23,50,012
Gunnies	No.	...	...	...	...	68,245	16,974	397,920	1,04,891
Glass and Glassware	val.	..	..	...	...	...	964	...	964
Hides and Skins	cwt.	...	...	...	...	107	2,172	107	2,172

Hardware and Cutlery	val.	...	...	...	...	...	93,682	...	93,682
Horn and Hornmeal	cwt.	...	...	...	...	137	1,784	137	1,784
Kerosene Oil	gals.	...	...	...	...	200,668	2,03 095	200,668	2,03,095
Lemon Grass Oil	„	...	...	...	...	...	...	54,769	11,27,061
Mats and Matting	val.	...	...	...	506	...	9,989	...	22,87,738
Machinery and Millwork ...	„	...	...	...	...	...	...	...	...
Manures	tons	315	27,686	224	25,669	664	70,908	8,999	14,10,923
Metals	cwt.	...	...	...	...	181	3,436	181	3,436
Nux Vomica	„	...	...	...	...	...	...	11,274	2,98,015
Other Oils	gals.	17,858	13,988	33,942	45,178	87,004	1,87,878	1,032,560	23,03,959
Oil-cake	cwt.	...	...	...	...	5,579	45 816	296,162	19,27 108
Pepper	lbs.	5,344,864	12,71,028	1,420,496	3,81,951	257,376	82,343	26 507,152	64.70,390
Provisions	„	76,272	23,440	2,240	948	46,144	12,183	4 639.916	18.44,360
Grain and Pulse, Rice and Paddy ...	cwt.	4,984	40,313	...	...	109,192	10,71,965	245 823	22,16,267
Do. Other sorts ...	„	295	2,132	9,374	82,390	13,595	1,18,858	34 827	2,94,742
Rubber	lbs.	41,590	22,396	...	...	..	...	5,239,696	29,15,179
Sugar (refined and unrefined) ...	„	...	...	183,008	2,508	5,434	64 125	195 818	1,81,935
Salt	tons	...	...	...	...	657	41,240	1,337	81 023
Salted Fish	lbs.	383,122	1,00,960	275,296	68,299	...	...	1,878 658	5,02,630
Seeds	cwt.	61	462	17	331	1,747	19,607	2,165	25,141
Shell and Cowries	val.	...	...	...	...	...	8,400	...	8.400
Tea	lbs.	422,926	2,56,189	2,610	1,206	...	...	13,853,798	98,37,922
Tobacco	„	...	...	4,151	1,635	559,543	1,92,246	563 727	1,93.886
Turmeric	cwt.	...	...	...	...	...	...	19,039	2,14,219
Wax	„	21	1,764	...	...	...	...	21	1,764
Wood	tons	...	763	...	390	...	32 414	16,660	15,49 861
Sundries	val.	...	4,22,365	...	92,190	...	8,26,771	...	43,61,080
Total...		...	62,87,314	...	11,15,408	..	1,67,40,537	...	11,83,62,576

Summary of Articles imported into Coast Ports from 1st July, 1921 to 30th June, 1922.

Articles.		Alleppey.		Cochin.		Ponnani.		Calicut.		Badagara.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			RS.		RS.		RS.		RS.		RS.
Apparel ...	val.	...	1,750	...	14,680	...	...	...	7,503	...	...
Arms, Ammunition and Military Stores... ...	,,	...	...	...	243	...	...	...	...	...	..
Books and Printed Matter ...	,,	...	899	...	4,888	...	...	...	...	...	...
Building and Engineering Materials	,,	...	3,37,266	...	2,37,443	...	...	...	...	...	...
Bicycles, Carriages, etc. ...	,,	...	...	...	16,855	...	...	...	...	...	...
Cabinetware and Furniture...	,,	...	...	...	15,101	...	...	...	...	...	...
Chemicals	,,	...	...	...	2,22,904	...	...	...	...	...	...
Clocks and Watches ...	,,	...	100	...	6,790	...	...	...	...	...	...
Coffee	cwt.	...	...	311	8,637	...	...	52	3,120	...	...
Coir (manufactured and unmanufactured) ...	,,	..	..	2,945	33,207	43	400	27,535	2,52,069	...	...
Cardamoms	val.	...	...	...	...	...	...	...	...	...	...
Coprah	cwt.	...	...	...	...	...	...	...	...	...	...
Cotton—Raw, Twist and Yarn	lbs.	...	7,530	547,127	6,68,005	...	...	1,848,585	16,62,995	...	...
Do. Manufactures—Piece-goods	yds.	...	2,28,688	8,449,669	49,16,062	...	...	3,592,441	25,65,007	...	...
Candles ...	lbs.	...	...	159,582	45,017	...	...	...	...	...	...
Canes and Rattans ...	cwt.	...	...	...	...	...	...	...	...	...	...
Coal	val.	...	...	...	...	...	...	...	5,83,815	...	...
Camphor	lbs.	...	...	...	...	...	...	...	...	...	...
Church Goods	val.	...	...	...	...	...	...	...	...	...	...
Crackers	,,	...	...	...	...	...	...	...	...	...	...
Crockery	,,	...	...	...	...	...	...	...	...	...	...
Drugs and Medicines ...	,,	...	2,08,878	...	2,71,334	...	..	...	...	...	...
Dyeing and Tanning Materials	cwt.	...	...	1,976	88,436	...	...	...	...	...	...
Earthenware and Porcelain...	val.	...	9,984	...	1,40,159	...	...	...	...	...	...

Fruits and Vegetables ...	val.	...	307	...	1,31,531	...	...	...	1,82,641	...	...
Cocoanuts	No.	...	...	...	...	1,500	60	...	...	...	...
Fodder, Bran and Oil-cake ...	cwt.	...	...	6,320	34,967	...	...	...	...	...	...
Fish, dry (salted and unsalted)	,,	...	...	...	...	...	...	...	...	...	...
Grain and Pulse—Rice and Paddy	,,	...	2,63,824	3,345,520	2,62,44,294	...	...	596,073	48,57,671	...	...
Do. Other sorts	,,	...	...	237,920	23,13,482	84,780	7,32,406	86,020	8,87,899	331,793	22,91,979
Glass and Glassware ...	val.	...	400	...	1,16,562	...	...	...	...	...	...
Government Stores ...	,,	...	...	...	57,244	...	...	...	...	...	...
Gums and Resins ...	cwt.	...	...	6,519	1,22,619	...	...	...	...	...	...
Ginger	lbs.	...	...	...	...	...	...	5,096	1,035	...	...
Hardware and Cutlery ...	val.	...	4,20,541	...	3,81,509	...	...	...	...	...	...
Hemp, Raw	,,	...	...	...	...	...	...	...	...	...	...
Hides and Skins... ...	,,	...	...	...	...	...	...	...	...	...	...
Horn and Hornmeal ...	,,	...	...	...	...	...	...	...	...	...	...
Instruments, Apparatus, etc.	,,	...	6,908	...	15,148	...	...	...	...	...	...
Jute Manufactures ...	,,	...	1,39,686	...	70,549	...	...	...	46,323	...	3,189
Jewellery and Plate of Gold and Silver	,,	...	...	...	...	...	...	...	...	...	...
Liquors—Ale, Beer & Porter.	gals.	...	378	512	2,058	...	...	804	5,547	...	...
Do. Spirits	,,	...	585	4,126	89,810	...	...	1,006	27,041	...	...
Do. Wines	,,	...	5,115	2,551	19,682	...	...	380	10,025	...	..
Leather Manufactures ...	val.	...	...	...	2,530	...	...	...	...	...	...
Lac	cwt.	...	...	24	3,200	...	...	...	...	...	...
Machinery and Millwork ...	val.	...	3,210	...	5,98,011	...	...	...	3,89,794	...	...
Manures	,,	...	...	...	12,574	...	...	...	1,65,734	...	...
Matches	,,	...	2,000	...	3,00,822	...	...	...	...	...	...
Metals	cwt.	...	...	56,233	11,48,494	...	...	13,603	2,98,530	...	...
Musical Instruments ...	val.	...	25	...	...	...	...	...	...	...	...
Mats and Matting	,,	...	...	...	...	...	...	...	...	...	...
Molasses (sugar unrefined)...	cwt.	...	...	...	...	...	...	...	...	...	...
Kerosene and Other Mineral Oils	gals.	...	...	5,892,535	26,25,927	5,204	5,600	482,080	5,03,031	...	...
Paints and Colours ...	val.	...	21,200	...	40,996	...	...	...	...	...	...
Perfumery	,,	...	...	...	10,670	...	...	...	...	...	...
Provisions	,,	...	234	...	1,54,011	...	1,998	...	...	...	...

Summary of Articles imported into Coast Ports from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.		Alleppey.		Cochin.		Ponnani.		Calicut.		Badagara.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Rs.		Rs.		Rs.		Rs.		Rs.
Paper and Pasteboards ...	val.	...	4,18,358	...	3,38,990	...	...	...	...	...	...
Pitch, Tar and Dammer ...	,,	...	...	993	8,078	...	...	...	...	...	...
Pepper	,,	...	...	...	...	...	...	...	15,410	...	...
Salt	,,	...	70,986	...	2,20,484	...	3,47,278	...	7,24,309	...	1,02,016
Snuff	,,	...	...	...	...	...	...	...	...	...	...
Soap	,,	...	1,123	...	1,86,005	...	...	...	...	...	...
Sugar (refined and unrefined)	,,	...	568	...	11,55,367	...	33,832	...	6,08,073	...	...
Stationery	,,	...	13,857	...	1,09,500	...	...	...	...	...	...
Seeds	,,	...	...	...	13,75,796	..	4,948	...	...	...	5,547
Silk Piece-goods... ...	,,	...	...	...	...	...	...	...	...	...	...
Sandalwood	,,	...	...	...	...	...	...	...	...	...	...
Tobacco	,,	...	2,14,494	...	...	...	815	...	5,110	...	...
Tea	lbs.	...	...	...	...	...	...	...	...	...	...
Toys	val.	...	...	...	7,900	...	...	...	...	...	...
Umbrellas	,,	...	68	...	19,553	...	...	...	...	...	...
Varnish	,,	...	620	...	...	...	...	...	...	...	...
Wood Manufactures ...	,,	...	...	...	9,33,581	...	1,505	...	...	...	8,624
Woollen Goods	,,	...	...	...	9,661	...	...	...	...	...	...
Wax (excluding Candles) ...	,,	...	...	...	6,133	...	...	...	...	..	...
Sundries	,,	...	2,46,142	...	16,29,420	...	2,68,199	...	19,95,283	...	2,18,783
Total ...		...	26,25,724	...	4,71,86,919	...	13,97,041	...	1,57,97,965	...	26,30,138

Summary of Articles imported into Coast Ports from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.	Tellicherry.		Cannanore.		Mangalore.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.		Rs.		Rs.
Apparel ... ... val.	...	1,355	...	4,470	...	23 445	...	53,203
Arms, Ammunition and Military Stores ... ... ,,	...	...	...	...	...	...	...	243
Books and Printed Matter ... ,,	...	...	...	...	...	3,781	...	9,568
Building and Engineering Materials ... ... ,,	...	...	...	...	...	53 584	...	6,28,293
Bicycles, Carriages, etc. ... ,,	...	...	...	...	...	14,055	...	30,910
Cabinetware and Furniture ... ,,	...	...	...	...	...	5,510	...	20,611
Chemicals ... ... ,,	...	...	...	...	...	55,509	...	2,78,413
Clocks and Watches ... ... ,,	...	...	...	...	...	...	...	6,890
Coffee ... ... cwt.	...	...	7	700	22,547	11,52,787	22,917	11,65,244
Coir (manufactured and unmanufactured) ... ... ,,	...	...	...	...	8,387	66,217	38,910	3,51,893
Cardamoms ... ... val.	...	...	...	...	...	...	...	...
Coprah ... ... cwt.	2,693	47,418	...	...	8,639	1,69,147	11,332	2,16,565
Cotton—Raw, Twist and Yarn ... lbs.	...	...	1,492,300	18,34,130	638,870	10,12,726	4,526 882	51,85,386
Do. Manufactures—Piece-goods ... ... yds.	...	88,206	2,851,568	15,47,007	2,373,888	14 79,884	17,267,566	1,08,24,854
Candles ... ... lbs.	...	...	...	...	408	215	159,990	45,232
Canes and Rattans ... ... cwt.	...	...	...	...	371	1,063	371	1,063
Coal ... ... val.	...	...	...	...	...	81,875	...	6,65,690
Camphor ... ... lbs.	...	...	...	...	...	...	...	...
Church Goods ... ... val.	...	...	...	...	...	...	...	...
Crackers ... ... ,,	...	...	...	...	...	...	...	...
Crockery ... ... ,,	...	...	...	...	...	...	...	...
Drugs and Medicines ... ... ,,	...	38,917	...	2,290	...	68,078	...	5,89,497
Dyeing and Tanning Materials ... cwt.	...	...	...	...	880	13,871	2,856	1,02,307
Earthenware and Porcelain ... val.	...	...	...	...	...	...	...	1,50,143

Summary of Articles imported into Coast Ports from 1st July, 1921 to 30th June, 1922—(*continued*).

Articles.		Tellicherry.		Cannanore.		Mangalore.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Rs.		Rs.		Rs.		Rs.
Fruits and Vegetables	val.	...	...	...	...	...	1,61,636	...	4,76,115
Cocoanuts	No.	...	...	...	...	...	34,635	1,500	34,695
Fodder, Bran and Oil-cake ...	cwt.	...	...	...	...	25,452	1,41,467	31,772	1,76,434
Fish, dry (salted and unsalted) ...	,,	5,571	36,106	..	...	...	...	5,571	36.106
Grain and Pulse—Rice and Paddy ...	,,	282,597	21,84,118	...	...	7,113	63,611	...	3,36,13,518
Do. Other sorts ...	,,	16,549	1,54,368	247,353	17,64,607	90,314	8,50,000	1,094,729	89,94,741
Glass and Glassware	val.	...	...	...	26,470	...	87,340	...	2,30,772
Government Stores	,,	...	...	...	...	...	...	...	57,244
Gums and Resins	cwt.	...	...	...	...	...	...	6,519	1,22,619
Ginger	lbs.	...	...	...	...	...	...	5,096	1,035
Hardware and Cutlery	val.	...	...	...	...	...	2,60,354	...	10,62,404
Hemp, Raw	,,	..	...	...	...	...	...	...	...
Hides and Skins	,,	...	...	...	...	...	4,983	...	4,983
Horn and Hornmeal	,,	...	...	...	...	...	..	...	...
Instruments, Apparatus, etc. ...	,,	..	...	...	...	...	...	...	22,056
Jute Manufactures	,,	...	56,795	...	5,042	...	1,56,432	..	4,78,016
Jewellery and Plate of Gold and Silver	,,	...	...	...	...	...	...	...	...
Liquors—Ale, Beer and Porter ...	gals.	...	...	134	2,544	510	2,772	1,960	13,299
Do. Spirits	,,	...	...	...	...	678	23.059	5,810	1,40,495
Do. Wines	,,	...	...	...	...	920	10 834	3,851	45,656
Leather Manufactures	val.	...	...	...	...	...	...	...	2,530
Lac	cwt.	...	...	...	...	...	...	24	3,200
Machinery and Millwork ...	val.	...	...	...	10,250	...	53,771	...	10,55,036
Manures	,,	...	4,237	...	5,754	...	85,294	...	2,73,593
Matches	,,	...	...	...	...		75,207	...	3,78,129
Metals	cwt.	4,603	57,749	...	...	12,311	3,67,345	86 750	18,72,118
Musical Instruments	val.	...	...	...	...	...	...	...	25

Mats and Matting	...	...	val.	...	...	...	...	...	4,451	...	4,451
Molasses (Sugar unrefined)		...	cwt.	...	...	...	...	...	...	...	...
Kerosene and Other Mineral Oils		...	gals.	163,923	1,92 420	12,440	6,500	188,182	2,92,979	6,744,364	36,26.457
Paints and Colours	...	...	val.	...	...	...	...	...	20,305	...	82,501
Perfumery	...	...	,,	...	...	...	...	...	4,540	...	15,210
Provisions	...	...	,,	...	13,412	...	24,159	...	1,10,498	...	3,04,312
Paper and Pasteboards		...	,,	...	...	...	...	...	...	...	7,57,348
Pitch, Tar and Dammer		...	,,	...	...	...	...	...	...	993	8,078
Pepper	...	...	,,	...	43,480	...	1,945	...	...	...	60,835
Salt	...	...	,,	...	1,29,475	...	1,29,669	...	3,56,911	...	20,81,128
Snuff	...	...	,,	...	...	...	...	...	...	...	...
Soap	...	...	,,	...	...	...	...	...	96,460	...	2,83,588
Sugar (refined and unrefined)		...	,,	...	...	...	...	...	3,67,570	...	21,65,410
Stationery	...	...	,,	...	...	...	...	...	...	...	1,23,357
Seeds	...	...	,,	...	85,835	...	48,580	...	1,49,182	...	16,69,888
Silk Piece-goods		...	,,	...	...	...	...	...	...	...	...
Sandalwood	...	...	,,	...	852	...	...	...	...	...	852
Tobacco	...	...	,,	...	895	...	5,985	...	14,349	...	2,41,648
Tea	...	...	lbs.	...	...	...	...	106	50	106	50
Toys	...	...	val.	...	...	...	...	...	...	...	7,900
Umbrellas	...	...	,,	...	...	...	...	...	40,202	...	59,823
Varnish	...	...	,,	...	...	...	...	...	...	...	620
Wood Manufactures		...	,,	...	1,294	..	980	...	1,73,184	...	11,19,168
Woollen Goods	...	...	,,	...	...	...	...	...	530	...	10,191
Wax (excluding Candles)		...	,,	...	...	...	...	...	...	...	6,133
Sundries	...	...	,,	...	5,72,186	...	14,01,339	...	11,32,409	...	74,63,761
	Total	...		...	37,09,118	...	68,22,421	...	93,44,207	...	8,95,13,533

Table showing the Monthly and Yearly Rainfall at Cochin from 1st January, 1902 to 30th June, 1922.

	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.
January	...	1·44	...	2·25	1·52	0·80	1·21	...	...	0·01
February	2·68	...	0·98	...	...	0·22	0·12	1·39	1·05	1·01
March	0·93	4·93	0·58	0·04	2·54	1·38	1·34	1·86	0·65	1·08
April	1·52	1·46	2·06	2·86	5·02	13·49	4·01	6·94	4·36	4·28
May	15·73	10·52	14·00	8·02	6·19	9·02	10·88	9·74	17·23	10·78
June	28·67	35·22	26·08	18·56	30·09	23·18	22·60	29·29	30·84	47·89
July	28·87	26·24	13·45	33·51	27·52	30·85	25·47	23·81	22·06	25·02
August	14·19	11·54	5·85	13·35	25·70	14·83	8·59	12·08	9·66	15·59
September	18·39	5·56	4·92	3·37	7·67	7·37	7·15	6·57	2·89	8·82
October	12·61	11·56	22·32	10·62	8·94	7·24	6·10	17·07	12·85	26·15
November	10·47	1·78	2·38	6·06	3·55	1·21	10·01	13·40	6·46	3·96
December	3·25	...	...	5·14	1·25	1·81	0·45	0·02	4·13	0·70
Total ...	137·31	110·25	92·62	103·78	119·99	111·40	97·93	122·17	112·18	145·29

	1913.	1914.	1915.	1916	1917.	1918.	1919.	1920.	1921.	1922.
January	...	...	1·41	...	0·02	1·49	5·18	0·44	8·32	1·71
February	2·22	0·06	2·35	0·50	1·02	0·27	0·75	0·01	0·03	1·84
March	0·10	0·41	5·86	1·14	2·67	1·70	3·24	0·73	0·42	5·73
April	1·78	0·06	5·88	3·46	2·19	0·50	1·74	6·29	8·90	5·33
May	10·00	11·74	14·59	12·33	6·25	24·23	16·02	3·16	7·30	16·05
June	22·06	23·99	27·38	27·88	31·89	15·47	22·65	46·90	22·77	30·31
July	35·40	22·80	33·04	21·90	11·85	4·88	25·19	25·05	18·43	...
August	6·38	16·03	8·13	15·42	13·99	12·78	16·71	7·96	22·80	...
September	5·99	8·43	14·89	15·68	16·79	3·49	9·37	12·08	5·73	...
October	9·93	16·30	8·23	17·37	11·06	7·27	9·20	19·81	9·92	...
November	3·57	4·76	8·19	4·41	11·60	6·67	16·46	7·75	3·07	...
December	0·97	7·17	0·64	0·19	2·24	2·84	2·71	0·15	0·29	...
Total ...	98·40	98·40	130·59	120·28	111·57	81·59	129·22	130·33	107·98	60·97

THE CHAMBER'S LIBRARY.

No. 1—6.	Business Encyclopædia.
,, 7.	Sykes' Banking.
,, 8 & 9.	Gilbert's Banking, Vols. I and II.
,, 10.	Grant's Banking.
,, 11.	Moxon's English Banking.
,, 12.	Paget's Banking.
,, 13.	Clare's Money Market Primer.
,, 14.	Jevon's Money.
,, 15.	Nicholson's Money and Monetary Problems.
,, 16.	Watson's Law of Cheques.
,, 17 & 18.	Macleod's Theory and Practice of Banking, Vols. I and II
,, 19.	Dicksee's Auditing.
,, 20.	Dicksee's Book-keeping for Accountants.
,, 21.	Norton's Balancing for Experts.
,, 22.	Vande Lindie's Book-keeping.
,, 23.	Whatley's Vade Mecum.
,, 24.	Garcke & Fell's Factory Accounts.
,, 25.	Jordan's Handy Book, Joint Stock Companies.
,, 26.	Palmer's Company Law.
,, 27.	Law of Contracts.
,, 28.	Pollock's Digest of Law of Partnership.
,, 29.	Ringwood's Bankruptcy.
,, 30.	Steven's Mercantile Law (2 editions).
,, 31 & 32.	Smith's Mercantile Law, Vols. I and II.
,, 33.	Hurst and Cecil's Commercial Law.
,, 34.	Inwood's Tables.
,, 35.	Principal and Agent.
,, 36.	Melsheimer and Gardner's Stock Exchange.
,, 37.	Goschen's Foreign Exchange.
,, 38.	Rozenraad's Foreign Exchange.
,, 39.	King's Theory of Finance.
,, 40.	Smith's Wealth of Nations.
,, 41.	Hooper and Graham's Home Trade.
,, 42.	Hooper and Graham's Foreign Trade.

No. 43.	Mills' Political Economy.
,, 44.	Walker's Political Economy.
,, 45.	Syme's Political Economy.
,, 46.	Cannan's Elementary Political Economy.
,, 47.	Marshall's Economics of Industry.
, 48.	Wicksteed's Alphabet of Economic Science.
,, 49.	Marshall's Principles of Economics.
,, 50.	Bastable's Theory of International Trade.
,, 51.	Charter-Parties and Bills of Lading.
,, 52.	Lee's Laws of Shipping.
,, 53	Tea Machinery and Tea Factories.
,, 54.	Textile Fibres of Commerce.
,, 55.	Timbers of Commerce.
,, 56.	Cunningham's Industrial History.
,, 57.	Chisholm's Commercial Geography.
,, 58	The Law of General Average.
,, 59 & 60.	Arnould's Marine Insurance, Vols. I and II
,, 61.	Marine Insurance Act.
,, 62.	Gow's Marine Insurance.
,, 63.	Insurance Guide and Hand-book.
,, 64.	Schooling's Life Assurance.
,, 65.	Dicksee's Advanced Accounting.
,, 66.	Mills' International Geography.

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Walsall Chamber of Commerce Year Book, 1916.

Derby Chamber of Commerce Year Book, 1916.

British Chamber of Commerce Reports for the years 1899—1914.

Ceylon Chamber of Commerce Reports for the years 1898—1922.

Bombay Chamber of Commerce Reports for the years 1876—1920.

Karachi Chamber of Commerce Reports for the years 1889—1905.

Mysore Chamber of Commerce Reports, May 1918—1921.

Madras Chamber of Commerce Reports for the years 1887—1922.

Cocanada Chamber of Commerce Reports for the years 1903—1922.

Administration Reports of Cochin for the years M.E. 1068—1092—1097.

Lloyd's Register for the years 1895—1922.

Do. Calendar do. 1912—1922.

Review of the Trade of India for the years 1896—1922.

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First Report of the Cochin Chamber of Commerce of 18th December, 1857.

Analysis of the Trade and Commerce of India, 1899.

Report on the Organisation and Working of Railways in America.

Commercial Year Book of the Birmingham Chamber of Commerce.

Monograph on Tanning and Working in Leather in the Madras Presidency.

First Conference of India and Ceylon Chambers of Commerce, January 1905.

Trade Conditions and Crime on Navigable Waterways in Bengal, Assam and the United Provinces.

Tariffs and Agreements of the Calcutta Marine Insurance Agents' Association.

Madras Customs Ready Reckoner.

The Southern India Chamber of Commerce Report and Correspondence—March 1910—February 1911.

Leicester Chamber of Commerce Year Book, 1911.

Tuticorin Chamber of Commerce Report for the years 1907—1922.

Administration Report of the Indian Telegraph Department for 1909—1910.

Census of India, 1911.

Annual Report on the Indian Telegraph Department for 1911—1912.

India and the Empire.

Legislation and Orders relating to the War.

Report on the Production of Tea in India, 1919.

Report of the Weights and Measures Committee, 1913—1914.

The Scales of Charges for the Port of Calcutta.

Madras Landing Charges and Harbour Dues.

Bombay Port Trust Charges at the Wet and Dry Docks.

Do Wharfage Fees, etc

The Ceylon Customs Tariff, 1914.

Statistical Tables relating to Wheat.

Stowage Notes.

Foreign Sea-borne Trade, 1916.

Hand-book of Commercial Information.

The Scottish Trade Courier.

Report on Indian Constitutional Reforms.

The Madras District Municipalities Act, 1884 (modified up to 1st July, 1917).

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Proceedings of the Conference of Chambers of Commerce of India and Ceylon, 8th and 9th January, 1921.

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Report of the Deck Passenger Committee, 1921.

Report of the Boiler Laws Committee, 1920-1921.

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Minutes of Evidence taken before the Indian Cotton Committee.

Report on Railway Investigation in Southern India.

CORRESPONDENCE.

Cochin Electric Scheme.

From CHAMBER, to the CHAIRMAN, MUNICIPAL COUNCIL, COCHIN, *dated 2nd July*, 1921.

I have the honour to invite your attention to my letter dated 25th May last on the above subject and to say that no reply thereto has as yet been received.

Now that the Chamber has been informed by Messrs. Crompton Engineering Co., Ltd., of Madras, that the question of the necessary license in this connection is likely to soon to receive Government sanction, I am to request that a reply to this Chamber's enquiries may be sent at an early date.

No. D. 2455/21.

From the CHAIRMAN, MUNICIPAL COUNCIL, COCHIN, to CHAMBER, *dated 11th July*, 1921.

With reference to your letters dated 25th May and 2nd instant, I have the honour to state that the matter was placed before the Council at a meeting held on the 7th instant. Before the Council decides the matter, it wishes to be furnished with the following particulars :—

(*a*) The total number of shares and the price per each share.

(*b*) Whether shareholders are allowed any concession in the matter of lighting their premises and if so to what extent?

(*c*) Whether the company would undertake the lighting of Municipal street lamps.

2. As regards the acquisition of a piece of land behind the Calvetti Canal for the purpose of a power house, the Council is of opinion that it would not be justified in recommending to Government the acquisition of land for a private purpose.

From the CROMPTON ENGINEERING CO., LTD., MADRAS, to CHAMBER, *dated 18th July*, 1921.

With reference to our E/HDH, dated the 29th ultimo, we beg to inform you that the Government of Madras have now published G. O. No. 996-W., dated 12th July, 1921, sanctioning the grant of the license for the supply of

electricity in British Cochin to ourselves. We forward you under separate cover copy of the *Fort St. George Gazette*, dated the 12th instant, upon page 793, of which the notification regarding this appears.

We shall be glad to hear from you if you have been successful in obtaining a site for power station and the position generally in regard to the electric supply.

From CHAMBER, to MESSRS. the CROMPTON ENGINEERING CO., LTD., MADRAS, *dated 22nd July*, 1921.

I have to acknowledge receipt of your two letters Nos. 476 and 487, dated 29th ultimo and 18th instant, respectively, for which I thank you; also for your sending a copy of the *Fort St. George Gazette*, from which this Chamber is glad to note that you have now received from Government the necessary license for the Cochin Electric Scheme.

I regret I have so far not been successful in obtaining a site for the power station, but the Chamber anticipates no difficulty in this connection, although, of course, certain preliminaries which take time will have to be gone through. I will communicate with you again further when I can give you more definite news, and it will then perhaps be advisable for your representative to meet the Members of this Chamber.

From CHAMBER, to the CHAIRMAN, MUNICIPAL COUNCIL, COCHIN, *dated 27th July*, 1921.

I have the honour to acknowledge receipt with thanks of your D. No, 2455/21, dated 11th instant, and to state that your letter has been duly circulated to the Members of this Chamber. I regret that I am unable at present to reply to your queries (*a*) and (*b*) as no definite costs of the scheme have yet been decided upon. My Chamber are of the opinion that the first step to be taken is the acquisition of a suitable piece of land for the purposes of a power house, etc. Perhaps my previous letter on this subject was not quite clear, this Chamber has no wish whatever to obtain land belonging to private individuals, but simply wishes your help in acquiring reclamation land belonging to the Municipality, and I should feel much obliged if you can do your utmost to help the Chamber in this matter. Will you also please let me know in the event of your agreeing to this proposal, the approximate cost of same?

As far as I am aware, the company would be quite willing to undertake the lighting of Municipal street lamps, and this idea has I understand been embodied in the general scheme.

After the question of a suitable piece of land has been decided upon, it has been suggested that a representative of Messrs. the Crompton Engineering Co., Ltd., who have now received a license from Government for the purpose of installing electric light in Cochin, be requested to meet and discuss the whole scheme with representatives of your Council and the Members of this Chamber at a date to be mutually agreed upon later.

From the CHAIRMAN, MUNICIPAL COUNCIL, COCHIN, to CHAMBER,
dated 9th August, 1921.

With reference to your letter, dated 27th July last, I have the honour to request that you will be good enough to let me know the extent of land you require for the purpose of a power house and on which side of the canal it is to be erected.

I may mention that plots of land in reclamation ground were leased out for thirty years at the rate of about Rs. 200 per cent. The lessee has the option of renewing the lease for a further period of thirty years on the expiry of the term of the original lease.

From CHAMBER, to the CHAIRMAN, MUNICIPAL COUNCIL, COCHIN,
dated 19th August, 1921.

I have the honour to acknowledge receipt of your D. No. 2990/21, dated 9th instant, and in reply, would inform you that I estimated that the extent of land required for the purpose of a power house would be approximately half an acre.

With reference to the second para of your letter now under reply I have the honour to inquire whether the rate of Rs. 200 per cent. is the rate for a period of thirty years or per annum.

No. D. 3197/21.

From the CHAIRMAN, MUNICIPAL COUNCIL, COCHIN, to CHAMBER,
dated 23rd August, 1921.

In reply to your letter dated 19th instant, I have the honour to inform you that the rate of Rs. 200 per cent. is the rate for a period of thirty years.

From the CHAIRMAN, MUNICIPAL COUNCIL, COCHIN, to CHAMBER,
dated 6th October, 1921.

With reference to the correspondence ending with my letter No. 3197, dated 23rd August last, I have the honour to request that you will be good enough to let me know whether you agree to the terms.

From CHAMBER, to the CHAIRMAN, MUNICIPAL COUNCIL, COCHIN,
dated 8th October, 1921.

With reference to your D. No. 3698/21, dated 6th instant, I have the honour to state that the above scheme is now in abeyance, pending more favourable conditions.

From CHAMBER, to the CHAIRMAN, CHAMBER of COMMERCE, COCHIN, *dated 8th October*, 1921.

The Sub-Committee appointed in the above connection at a meeting held on 7th instant, suggest that in view of the scheme being temporarily abandoned Messrs. The Crompton Engineering Co. Ltd., and Harrisons & Crosfield, Ltd., be asked to submit an alternative scheme for the supply of group lighting and fans for bungalows by separate sets.

From CHAMBER, to the CROMPTON ENGINEERING CO., LTD., MADRAS, and HARRISONS & CROSFIELD, LTD, QUILON, *dated 21st October*, 1921.

I have to inform you that the Sub-Committee appointed by this Chamber to go into the above scheme have, with the concurrence, of members, decided in view of the present financial conditions, the present time is not a propitious one to go ahead with the general lighting scheme and that it should be kept in abeyance pending better conditions. I much regret the decision come to, but I trust you will see that it is justified.

On behalf of this Chamber I have to thank you for the courtesy and trouble you have taken in connection with the above scheme and regret that your labours up to the present have been of no avail. When conditions generally improve, your plans can be carefully re-considered.

At the same time, I am directed to enquire if, as the original scheme has for the present fallen through you would be prepared to submit an alternative scheme for the supply of group lighting and fans for the bungalows by separate sets.

It is thought that the close proximity of several groups of bungalows, might lead itself to the installation of one set for say three or four bungalows.

I should be glad to hear from you as to this.

From the CROMPTON ENGINEERING CO., LTD., MADRAS, to CHAMBER, *dated 25th October*, 1921.

We have to thank you for your letter dated the 22nd instant, informing us that in view of the present financial conditions the Chamber has decided to keep the general lighting scheme in abeyance pending better conditions.

We, too, regret the Chamber's decision, but realise that for the reasons abovementioned any extraordinary expenditure at the present time is not justified.

We suggest that further consideration of the scheme be postponed for a period of six months when the position may be improved. Under our license we are not obliged to deposit security against due fulfilment of compulsory works before the 12th July, 1922, and by that time we should know whether to proceed with the scheme or abandon it.

In reference to your alternative proposals for the supply of group lighting and fans for bungalows by separate sets: We do not think this is advisable unless there are some firms who are so keen on obtaining an immediate supply that they are willing to incur the extra expenditure involved and put up with the inconvenience of having to run their own supply plant. We think it will be obvious that the capital expenditure involved in the installation of several individual sets would be far greater than that required for the installation of a plant in a central station. Further the cost of generation and maintenance of separate sets is of course much greater than that of generating from one set.

At the same time if any of your Members wish to consider the lighting of any group of bungalows by individual sets, we shall be happy to quote on receipt of their requirements.

From CHAMBER, to the CROMPTON ENGINEERING CO., LTD., MADRAS, *dated 22nd December*, 1921.

Your letter of 25th October has been in circulation among our Members who have been requested to communicate direct in respect of any individual lighting sets which may be required, the general lighting scheme having unfortunately to be indefinitely postponed.

From the CROMPTON ENGINEERING CO., LTD., MADRAS, to CHAMBER. *dated 9th May*, 1922.

Adverting to the extended correspondence we have had with you in regard to the proposed electricity supply for the town of British Cochin our last letter on the subject being dated 25th October, 1921.

We beg to enclose herewith copy of the license granted to us by Government to enable us to initiate this scheme, from clause 4 of which you will note that the period of one year, within which we are obliged to make a deposit of Rs. 5,000 expires on the 12th July next. If the necessary deposit is not made the license automatically lapses.

We think it would be a great pity for this license to fall through as so much time and trouble has been expended in obtaining same, but we are afraid we can do nothing more in the matter unless we are sure of the financial support of the Members of the Chamber. We therefore write to enquire whether the position of affairs has sufficiently improved since we were last in communication with you as to render it possible for the members of the Chamber to grant us such support. If, as we hope, the Chamber is pleased to lend us its support, we will then make the deposit and proceed at once with the provision of fans and lights for your town. If, however, the present is still an inopportune time to reconsider this matter we beg to suggest that the Chamber reimburse us for the expenses we have already incurred, amounting to approximately Rs. 2,500 make the deposit and take over the license, by this means avoiding the great delay which would occur in obtaining a fresh license in the event of the Chamber deciding to proceed with the work in the near future.

From CHAMBER, to the CROMPTON ENGINEERING CO., LTD.,
POST BOX NO. 205, MADRAS,

dated 23rd May, 1922.

I have for acknowledgment your letter of the 9th instant, which has been placed before the Chamber in General Meeting.

I am directed to say that so far from having improved since my last communication, the prospect of the scheme materialising in the near future is, if possible, less likely than it was at that time. The Chamber cannot see any possibility under present circumstances of securing the necessary support for the proposed scheme nor can it consider taking over the license, which has been acquired by you.

I am asked to express the Member's appreciation of the trouble you have taken in this matter but regret that the Chamber cannot see its way to meet the preliminary expenses incurred by you, as suggested. It is hoped that with a return to more normal conditions some such scheme may yet be brought to a satisfactory conclusion.

Telephone Installation.

R.O.C. No. 8738/Cl/21.

From the COLLECTOR OF MALABAR, CALICUT, to CHAMBER,
dated 6th August, 1921.

In connection with a proposal to connect Madras and Ootacamund by telephone it is suggested that, if a line is opened direct from Madras to Cochin, connection with Ootacamund can be easily arranged by erecting a branch line from Coimbatore *via* Wellington and Coonoor. The Telegraph Department demands a guarantee of Rs. 50,000 for the Madras-Ootacamund line. If the Madras-Cochin line is opened, the line from Madras to Coimbatore will be common to both and it is presumed that the charges will be distributed between Madras and Cochin. In these circumstances, I have the honour to enquire what amount of support could be expected from Cochin if the Madras-Cochin line is erected. The line will be made open to the public and a fee of Rs. 3-8-0 will be charged for a call of three minutes' duration. I remember that you had a meeting at Cochin with a Telegraph Superintendent on this very matter.

From CHAMBER, to the COLLECTOR OF MALABAR, CALICUT,
dated 19th August, 1921.

I have the honour to acknowledge receipt, with thanks, of your R.O.C. No. 8738/Cl/21, dated 6th instant, in connection with a proposal to connect Madras and Ootacamund by telephone and the suggested opening of a line direct from

Madras to Cochin and enquiring what amount of support could be expected from Cochin and to inform you that your letter has been placed before the Members of this Chamber. It is felt that there is not sufficient warranty to support the scheme at present, as the proposed line would, comparatively speaking be rarely used. I am further to state that the Members of this Chamber are much more anxious to get as early as possible telephone installation within local limits.

From the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., MADRAS,

to CHAMBER,

dated 9th December, 1921.

In the year 1919, we had some correspondence with you on the question of a proposed telephone service for Cochin. The result of the correspondence was that we applied to the Director, Telegraph Engineering, Madras, for sanction to open an exchange system in Cochin but our application was refused.

The writer was recently in Calcutta and during the course of an interview with the Director-General of Posts and Telegraphs, mentioned the question of a telephone system for Cochin and referred to the refusal of the Government to grant a license in 1919. The Director-General stated that in view of the altered circumstances, the Government might now be prepared to grant this Company a license if a fresh application were made. Before submitting such application to Government, we should like to go more fully into the possibilities of a telephone system for Cochin and perhaps you will be good enough to re-open the general question with your Chamber of Commerce. The writer proposes to visit Cochin early next month for the purpose of a full investigation into the prospects and it would be of material assistance to him if the Members of your Chamber of Commerce would indicate the number of exchange and extension lines they would individually require. It would also be an advantage if the Indian merchants could similarly be approached and we shall be very glad if you would be good enough to take the necessary steps to secure the desired information.

We think that with the present spirit of the Government of India, there is every reasonable chance of this much-deferred telephone scheme for Cochin actually going through, if sufficient support can be obtained to warrant our opening an exchange.

From CHAMBER, to the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., MADRAS, *dated 6th January*, 1922.

Your letter of 9th ultimo, has been circulated to all Members.

Since the previous negotiations with you, when your application was refused by Government, the Chamber has been in frequent communication with the department concerned from whom we understand that Government are themselves proposing to install a telephone system at Cochin.

I am addressing Government to ascertain the position as regard their scheme and will write you further on receipt of a reply.

From CHAMBER, to the DIRECTOR of TELEGRAPH ENGINEERING, MADRAS, *dated 6th January*, 1922.

Will you be good enough to let me know the present position as regards the installation of the above, and when it may be expected to materialize.

I am writing now as it is a considerable time since we were informed that an early installation might be expected and an outside firm has approached the Chamber for support in their application for a license to install a system.

From the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., MADRAS, to CHAMBER, *dated 12th January*, 1922.

We thank you for your letter of the 6th instant, contents of which are carefully noted.

The writer has had an interview with the Director of Telegraphs, Southern Circle, and has shown him your letter under reply. This Official stated that he thought the Government would be quite prepared to abandon their scheme, if this Company wished to open an exchange in Cochin.

The writer hopes to arrive at Cochin, on or about the 20th instant and will have pleasure in calling upon you to discuss the matter. Perhaps it would be possible for you to convene a meeting of your Chamber during the writer's stay in Cochin, so that the whole question can be thoroughly gone into.

From CHAMBER, to the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., MADRAS, *dated 14th January*, 1922.

In reply to your letter of 12th instant, I shall be pleased to convene a Committee meeting to discuss any proposals you may have to make if you will kindly give me a day or two's notice of the time of your arrival here.

From CHAMBER, to the DIRECTOR OF TELEGRAPH ENGINEERING, MADRAS, *dated 2nd March*, 1922.

With reference to previous correspondence, I am directed to enquire what your estimate would be of the cost to subscribers for an installation of fifty exchange connections immediately required and what all-round reduction can be expected for every five extra connections; also if Government can guarantee to complete installation by end of 1923.

Could you also inform me of the charges for each internal extension from main office switchboards ?.

From CHAMBER, to the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., MADRAS, *dated 2nd March*, 1922.

At a recent meeting of the Chamber your proposals were put before Members and I am directed to ask if and what you are prepared to quote for installing a system for fifty exchange connections and what all-round reduction could be made for every five extra connections.

Members have not yet supplied me with particulars of extensions required and the number would no doubt depend on the cost.

From the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., MADRAS, to CHAMBER, *dated 8th March*, 1922.

We are in receipt of your letter of the 2nd instant, and in reply thereto, beg to refer you to the writer's quotation of Rs. 240 per exchange connection which he gave you when in Cochin in January last.

With regard to your question as to an all-round reduction in the case of extra connections, kindly note that such a reduction would not be possible. The cost of a telephone system does not decrease as development proceeds the advantage, therefore, which the individual subscriber must look for from the development of the system lies not in a reduction of his subscription but in the increase in the number of persons with whom his telephone gets communication.

From CHAMBER, to the ORIENTAL TELEPHONE AND ELECTRIC CO.. LTD., POST BOX NO. 149, MADRAS, *dated 18th March*, 1922.

I have to acknowledge your further letter of the 8th instant, which was put before the Chamber in general meeting on the 16th instant.

The declaration of requirements received from the Chamber Members on the estimate you have given is as follows:—

Exchange Lines.	Office & Yard Extensions.	Alleppey Connections.
22	22	8

I am directed to enquire if you are prepared to install a system of telephones to meet the above requirements at the figures you have already given and also if you can give us a fairly accurate idea of the charge for the Alleppey connection. We have little doubt that the number of the exchange lines will be increased once the installation is completed.

Kindly also give us an approximate idea of the date by which installation would be completed, if you are prepared to take it up.

From the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., MADRAS, to CHAMBER, *dated 20th March*, 1922.

We thank you for your letter of the 18th instant, the contents of which are duly noted.

We regret to observe, however, that the number of exchange lines required by Members of your Chamber has now fallen to the low figure of 22, whereas, in the former list you gave to us, the figure was nearly double this.

It will be necessary for us to work up fresh estimates on the amended figure of would-be subscribers and in order to enable us to do this, we request you to be good enough to forward to us the amended list of subscribers at your early convenience.

We would point out that the low figure of would-be subscribers referred to above, makes it doubtful as to whether a Telephone System in Cochin would be justifiable economically and, in the interests of the community, we suggest that firms who are doubtful as to whether they will come in and large firms who are hesitating as to second connections may be asked if they cannot see their way to decide favourably at once so as to make the prospects of opening a little brighter. We are sure that the cost of a telephone connection, if and when a system is inaugurated, would be off set in part, if not in whole, by the saving in peons and messengers, to say nothing of the great saving in Officers' time that is now occupied in writing letters, etc., which would be largely unnecessary with a telephone system. We would also suggest that with a telephone system, the advantage of obtaining quotations for produce, etc., and the ability to give an immediate order should be borne in mind.

From CHAMBER, to the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., MADRAS, *dated 21st April*, 1922.

I am instructed to acknowledge receipt of your letter No. 1254, dated the 28th ultimo, which was duly considered at a meeting of Members held yesterday.

This Chamber is of opinion that under present conditions increased initial support is not likely to be forthcoming, and I am therefore to request you to be good enough to advise this Chamber whether under these circumstances you are prepared to quote for the installation of a local service on the basis of support offered and conveyed to you in my letter of the 18th of last month.

Should, under these circumstances, further investigation by you appear unwarranted, it is the intention of this Chamber to continue negotiations with Government.

From the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., MADRAS, to CHAMBER, *dated 24th April*, 1922.

We thank you for your letter of the 21st instant, the contents of which are duly noted. It will help us to arrive at a decision as to whether it will be practicable to open a Telephone System in Cochin if you will be so good as to forward to us the amended list of subscribers at your early convenience. (Please *see* paragraph 3 of our letter No. 1254, dated 20th ultimo).

With regard to the question of a Government Exchange in Cochin, kindly note that we are informed by the Director, of Telegraphs, Southern Circle, that in any case, the Government would be unable to do anything earlier than the year 1924.

From CHAMBER, to the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., MADRAS, *dated 27th April*, 1922.

With reference to your letter of the 24th instant, I beg to summarize below the provisional requirements of Members in detail:—

Names.	Exchange Lines.	Office and Yard Extensions	Alleppey Connections.
Messrs. Volkart Bros.	4	2	1
„ Aspinwall & Co., Ltd. ...	3	9	1
„ Peirce, Leslie & Co., Ltd. ...	3	1	1
The Imperial Bank of India ...	2	2	1
Messrs. Wm. Gooodacre & Sons, Ltd....	1	1	1
The National Bank of India, Ltd. ...	1	1	...
Messrs. Madura Co., Ltd.	2	2	1
„ Shaw Wallace & Co. ...	2	...	...
„ Walker & Co.	2	2	1
„ Harrisons & Crosfield, Ltd. ...	2	2	1
Total ...	22	22	8

Which I trust is the information you require.

From the ORIENTAL TELEPHONE AND ELECTRIC CO., LTD., to CHAMBER, *dated 12th May*, 1922.

We thank you for your letter of the 27th ultimo, and in reply thereto beg to state that we contemplate applying to the Government of India for sanction to open a Telephone System in Cochin at an early date.

Revision of Railway Risk Notes.

From MADAN GOPAL, CALCUTTA, to CHAMBER, *dated 20th August*, 1921.

I beg to send you herewith a copy of my note *re* Recovery of Undercharges before or after delivery for the information of the Members of your Association and shall be glad if you will kindly acknowledge receipt and send me, in due course, a copy of the action which, it is decided, should be taken thereon.

Thanking you in anticipation.

RULES.

Right of Railways to recover Undercharges before or after Delivery of Goods.

If a person fails to pay on demand any rate, terminal, or other charge due from him, a Railway may detain his goods or recover the same from him by suit under Section 55 of the Indian Railways Act IX of 1890. When a Railway quotes a rate for a certain commodity, which enables a trader to decide whether to avail of it or not, the quotation is a firm bargain and a Railway cannot get out of it. So long as the description of goods, shown in the Railway receipt and for which the rate was quoted, is correct, a Railway cannot after the classification and consequently the rate quoted which forms the basis of contract between the sender and the Railway. If there is no error in measurement, weighment, classification or calculation, the rate, terminal or charge, due from a person is that entered in the Railway receipt, and a Railway has apparently no right to demand more from him. The powers conferred by section 55 can be exercised only when a rate, terminal or other charge is actually due but not otherwise. For example –

(*a*) if the condition of a rate is that loading and unloading should be done by owners, but the Railway performs these services, or

(*b*) if a rate is subject to a minimum weight condition, but, through a misapprehension, charges are calculated on the lower actual, weight, or

(*c*) if a consignment is actually booked "To pay" but, through an oversight a "Paid" receipt is issued, or

(*d*) if, through a clerical error Rs. 10 instead of Rs. 100 are entered in the "Total" column, the charges are actually due and must be paid on demand.

2. It is the duty of a Railway to appoint an adequate and competent staff and to give them a thorough training in "Rates" work. As a Principal is responsible for the actions of his "Authorised Agents." A Railway should not, in all fairness, penalize the traders for the inefficiency of its staff but should write off the amounts involved or recover the same from the persons concerned. Under Section 77 of the Railway Act, a Railway has no reciprocal right to claim undercharges within six months for the simple reason that it is incumbent on a Railway to charge correct rates.

3. In the circumstances, recovery of undercharges for no fault of the traders, whether before or after delivery, would appear to be unauthorised and inconsistent with the principles of good sense, equity and justice. The uncertainty of freight charges ultimately payable compels the traders to retain a much higher margin of profit in fixing the sale price of commodities, and seems to be an undesirable state of affairs. The issue of clear instructions by the Railway Board in the interest of the Government, the trade and the country would be highly appreciated by all concerned.

Copy forwarded to the Secretary, Railway Board, for information and favour of any necessary action and acknowledgement.

From MADAN GOPAL, to CHAMBER, *dated 10th September*, 1921.

I beg to send you herewith a copy of my note *re* Period of Limitation for suits against Railway for the information of the Members of your Association and shall be glad if you will kindly acknowledge receipt and send me, in due course, a copy of the action which, it is decided, should be taken thereon.

Thanking you in anticipation.

NOTE.

Period of Limitation for suits against Railway Administrations for claims for Compensation and Refunds of Overcharges.

Items 30 and 31 of the first schedule to the Indian Limitation Act IX of 1908 prescribe one year as the period of limitation for suits against a carrier for compensation for losing, injury, non-delivery of, or delay in delivering goods, but there is no separate provisions for suits in respect of refunds of overcharges for which period of limitation may be said to be six years, *vide* item 120 of the schedule. As there is no question of overcharge in case of common carriers, these two items apparently apply to suits against carriers under the Carriers Act III of 1865, which, it is understood, is inoperative so far as Railways are concerned.

2. Section 77 of the Indian Railway Act IX of 1890 refers to claims for refunds of overcharges and compensation and it would seem anomalous to say that the period of limitation for suits in the former case is six years and in the latter case only one year. It is quite easy for a Railway, which collects freight charges to refund the amount of overcharge without reference to other Railways but no Railway can, in an off hand manner, deal with a claim for compensation which sometimes takes a very long time to settle. Refunds of overcharges are of daily occurrence and the Legislature would have no doubt included the same in item 30 or 31 if they actually applied to suits against Railway Administration. Against item 115 lays down three years as the period of limitation, and is it not a breach of contract on the part of a Railway to give partial delivery of a consignment. Should not the limitation period in case of loss of complete packages, forming part of such consignments, be three years. Moreover under item 30 the loss can be said to have occurred only when

intimation to that effect is received from a Railway and there is no reason why the period of limitation should not run from the date of receipt of advice from the Railway. Are not *ad interim* replies, given by Claims Officers of Railways to the effect that matter is receiving attention, acknowledgment within the meaning of Section 19 of the Indian Limitation Act IX of 1908. Is it honourable for a Railway to drag on cases till the period of limitation is over and then to either repudiate claims or make very low offers which traders have no alternative but to accept.

3. From what has been said above, it is evident that the matter is far from being free from doubt, and it is for the various Chambers of Commerce and other public bodies to move the Railway Board with a view to have the period of limitation for suits against Railways for claims for compensation and refunds of overcharges specially provided for in the first schedule to the Indian Limitation Act IX of 1908.

Copy forwarded to the Secretary, Railway Board, for information and favour of any necessary action and acknowledgment.

From CHAMBER, to MADAN GOPAL, CALCUTTA,
dated 16th September, 1921.

I have to acknowledge, with thanks, receipt of your two memorandums dated 20th August and 10th instant, on the subject of recovery of under-charges before or after delivery and period of limitation for suits against Railway, and shall be glad to learn the reply of the Railway Board in the matter.

From the SECRETARY, RAILWAY BOARD, SIMLA, to CHAMBRR,
daled 17th April, 1922.

I am directed to address you with reference to the following resolution which was adopted by the Legislative Assembly on the 9th March, 1922 :—

> "This assembly recommends to the Governor-General in Council to appoint a Committee of officials and non-officials with a majority of Indian non-officials to consider the revision of Railway Risk Notes."

2. In pursuance of the terms of this resolution the Government of India have appointed a Committee consisting of the gentlemen named below, who will consider the question of the revision of Railway Risk Notes and submit a report in due course :—

1. Mr. T. V. Sheshagiri Ayyar, M. L. A. Chairman.
2. Rao Bahadur C. S. Subrahmanyam, M. L. A.
3. Mr. Monmohandas Ramji, M. L. A.
4. Mr. A. M. Clark, Member, Railway Board.
5. Mr. C. V. Briss, C. M. E., Secretary, Indian Railway Conference Association.

3. As a preliminary to their deliberations, the Committee have decided to invite the opinion of Local Governments and Administrations, Railways, and Chambers of Commerce and other public bodies who may be interested in this question on the form, construction and application in practice of the risk Notes in use at present, and I am to ask that (with the permission of His Excellency the Governor in Council) / His Honour the Lieutenant-Governor the Committee may be favoured with the views of the local Government / the views of your Association / your views. on the subject of their terms of reference.

4, I am to say that while it is the intention of the Committee to review all the existing forms of Railway Risk Notes representations which have been received by the Government of India from time to time in connection with this matter have been concerned principally with the following points, and I am to request that these points may receive your special consideration:—

(i) Whether the principle of throwing the onus of proof on the consignor in a claim for compensation arising out of the loss of goods entrusted to a Railway Administration for carriage requires modification. (This refers specially to the terms of Risk Note Forms B. and H.)

(ii) Whether the words loss, destruction or deterioration used in the Risk Note Forms should be altered or added to or defined in such a manner as to secure for the consignor the right to compensation (for the loss of the whole or part of the consignment) for the above arising from the wilful neglect or criminal acts of the servants of the Railway Administration.

5. I am to add that the Committee propose to meet in Simla during the first week of June, and to request that observations or suggestions on the subject of this letter may be addressed to the Secretary, Railway Board, so as to reach him not later than the 31st May, 1922.

From CHAMBER, to the SECRETARY, RAILWAY BOARD, SIMLA,

dated 23rd May, 1922.

With reference to your No 505-T/21 of 17th April, I am directed to pass on to you the following resolution passed by my Chamber in General Meeting:—

"That in the opinion of this Chamber, Railway Form B should be "altered to provide for the admission of claims in the case of 'Shortage "of weight at destination' irrespective of whether this is due to the "wilful neglect of the Railway Administration or the theft by or wilful "neglect of its servants, agents etc., also, that in the case of packages "damaged by rain water in course of transit or while in the custody of "the Railway, the Railway Company shall be held responsible for such "damages, irrespective of whether this is due to the wilful neglect of the "Railway Administration or its servants, etc."

Yarn Standards.

From DARRAGH SMAIL & CO., LTD., ALLEPPEY, to CHAMBER,
dated 21st September, 1921.

This matter was tackled by your Chamber in January of this year and the result was the distribution of numerous circulars in the vernacular far and wide over the spinning districts.

It would be interesting to hear opinions of your members expressed as to what effects resulted from the Chamber's action. So far as we are concerned we would say that, at the commencement of the season, there was a decided improvement in quality but that, for some reason or other, has been allowed to go and the position now is that we are no better off than we were at the beginning of the year. To be quite candid, it would appear that the spirit and determination then shown by the average coir yarn buyer has vanished.

We now speak of mat and vycome yarns—At the outset of the season we insisted upon colour being up to standard and to a certain extent we were successful in obtaining that. Unfortunately, however, there was very little support from other buyers and quality has gone from bad to worse. There is no need for us to enlarge upon this as we feel that others must have experienced the same thing. Where is this deterioration to end? Of course the whole cause of deterioration is the spinning from insufficiently soaked husks, probably the result of demand being greater than supply. That, however, is no excuse for buyers purchasing as No. 2 or 3 or any other grade, that which dealers care to trump up as that particular grade. Spinners can do very much better and it only requires constant insistence upon grades being up to standard to bring about a reformation in the present deplorable state of affairs.

Would you be good enough to put this letter before your members, please. In thanking you.

From CHAMBER, to DARRAGH SMAIL & CO., LTD., ALLEPPEY,
dated 21st October, 1921.

After circulation to all members for comments, your letter of 21st ultimo, was placed before the monthly meeting of the Chamber, held yesterday.

I am directed to say that the Chamher agrees with your remarks as to deterioration of yarn.

It is felt, however, that this is chiefly a question of supply and demand and that only a total cessation of buying or a determined combination amongst exporters to reject inferior yarn, would have the desired effect. Both of these ideals seem difficult of attainment.

As the propaganda started in January last appeared to effect at any rate some temporary improvement, it was considered desirable to continue this propaganda as energetically as possible.

Any further suggestion you have in the matter would be appreciated and would receive the careful attention of the Chamber.

Constitution of British Chambers of Commerce in Foreign Countries.

From J. M. TURING, ESQ., I C.S., SECRETARY TO THE GOVERNMENT OF MADRAS, to CHAMBER, *dated 18th October*, 1921.

I am directed to forward a copy of a letter and enclosures from the Government of India, Department of Commerce, No. 5801, dated the 30th September, 1921, on the subject of the constitution of British Chambers of Commerce in foreign countries and the use of the title " British Empire Chambers of Commerce" by approved Chambers and to request that you will be good enough to forward to this Government the views of your Chamber on the point raised therein.

From CHAMBER, to J. M. TURING, ESQ., I.C.S., SECRETARY TO THE GOVERNMENT OF MADRAS, *dated 1st December*, 1921.

In reply to your letters of 18th October and 25th ultimo, I am directed to say that this Chamber favours the constitution of British Chambers of Commerce in foreign countries and sees no objection to the use of the title " British Empire Chambers of Commerce " by approved Chambers provided that full membership privileges and full control of such Chambers is confined to British subjects only.

Provincial Contributions.

From CHAMBER OF COMMERCE, MADRAS, to CHAMBER, *dated 7th November*, 1921.

I am directed by the Chairman to enclose copy of a letter which this Chamber has addressed to the Government of India, Finance Department, on the subjects of Provincial contributions and shall be obliged if you will kindly wire or write to the Finance Department of the Government of India, Delhi, in support of the resolution of the Madras Legislative Council and at the same time advise the Government of Madras that you have done so.

Enclosure.

To the SECRETARY TO THE GOVERNMENT OF INDIA, FINANCE DEPARTMENT, DELHI, *dated 31st October*, 1921.

I have the honour to again address you on the subject of the Madras contribution to the Government of India, particularly with regard to the following

resolution passed unanimously by the Madras Legislative Council on the 15th October, 1921 :—

> "This Council considers that the Government of Bengal having been "exempted from the contribution due by them to the Government of "India, the Government of Madras are justly entitled to similar treatment: "and that the whole scheme of provincial contribution should now be "reconsidered so as to relieve this Presidency of the undue burden placed "upon it. The Council desires that a deputation of its members should "wait upon His Excellency the Viceroy to explain its views and resol- "ved that if the occasion for such a deputation should arise before the "next meeting of the Council, the Hon'ble the President should nominate "the members of the deputation."

I am directed to inform you that, at the general monthly meeting of the Chamber held on the 25th instant, it was unanimously resolved that the Chamber is in hearty accord with the resolution of the Madras Legislative Council and to address the Government of India strongly supporting it.

Not to go back earlier than 1897, the Chamber's records show that they have consistently and with all the force at their command protested to Government against the unfairness of the contribution to the Central Exchequer which Madras had been called upon to pay.

In February, 1920, we were asked by the Government of Madras to furnish them with a memorandum embodying the views of the Chamber. A memorandum prepared by the Chairman and adopted by the Chamber was placed before Lord Heston's Committee. Memoranda were also sent by Sir Bernard Hunter and Sir Gordon Fraser. The Chamber's standpoint was fairly well summarised in the following extract from its memorandum :—

"The Chamber welcomes the opportunity of re-opening a very ancient but still existing grievance, what might be called the old vexed question of Provincial Contracts. The Chamber trusts that the Madras Government will make a great fight on this occasion that it may be their last battle and that they will be successful in securing full financial justice. Madras looks for a large measure of generosity now to make up in some degree for the long years of starvation our Presidency has had to sit under. Anything the Chamber can do will be done and all the influeuce it possesses will be used to assist Government."

After publication of the Report of Lord Heston's Committee, the Chamber immediately telegraphed and wrote to the Government of India protesting against the recommendations of that Committee and urged for a modification on the grounds that the Presidency would receive much less immediate relief than was expected. In pressing for the recognition of the fact, that Madras had been starved for the benefit of richer Presidencies, the Chamber urged that if the whole amount of remission due could not be given at once that any contribution taken in excess should be treated as a loan.

The strength of the Chamber's support in regard to the present resolution of the Madras Legislative Council can be gauged from the foregoing recapitulation.

In conclusion, I am directed to call your attention to correspondence ending with your letter dated the 2nd June, 1920.

From CHAMBER, to the SECRETARY, CHAMBER OF COMMERCE, MADRAS, *dated 10th November*, 1921.

I have to acknowledge your letter of the 7th instant with enclosures, on the subject of Provincial contributions and have to-day wired the Finance Department of the Government of India, supporting the resolution passed by Madras Legislative Council on the 15th ultimo, and expressing this Chamber's agreement with the views expressed in the letter of the 31st ultimo which your Chamber addressed to the Finance Department, Delhi, on the subject.

This wire will be followed up by letter and as requested, I am informing the Madras Government of my action in the matter.

From CHAMBER, to the CHIEF SECRETARY TO THE GOVERNMENT OF INDIA, FINANCE DEPARTMENT, DELHI,

dated 10th November, 1921.

Reference Madras contribution to Government of India we desire to add our support to resolution passed by Madras Legislative Council 15th October, 1921, and views expressed by Madras Chamber in their letter to you of 31st October 1921.

From CHAMBER, to the CHIEF SECRETARY, GOVERNMENT OF INDIA, FINANCE DEPARTMENT, DELHI, *dated 10th November*, 1921.

I have the honour to confirm telegram sent you to-day from this Chamber regarding the Madras contribution to the Government of India, reading as follows:—

> "Reference Madras contribution to Government of India we desire to add our support to resolution passed by Madras Legislative Council, 15th October, 1921, and views expressed by Madras Chamber in their letter to you of 31st October, 1921."

As the Madras Chamber have so ably put the matter before you, it is unnecessary for me to add to what they have written, except to confirm this Chamber's hearty accordance with their views as expressed in their letter to you of 31st October last and the resolution of the Madras Legislative Council referred to above.

From CHAMBER, to the CHIEF SECRETARY TO THE GOVERNMENT OF MADRAS, FINANCE DEPARTMENT, MADRAS, *dated 10th November*, 1921.

I have the honour to enclose for your information copies of communications addressed by this Chamber to the Government of India, Finance Department, Delhi, in support of the resolution of the Madras Legislative Council with regard to Madras contributions to the Central Exchequer.

I am sending you these at the request of the Madras Chamber of Commerce, who as you probably know, have made similar representations.

From the SECRETARY TO THE GOVERNMENT OF INDIA, FINANCE DEPARTMENT, to CHAMBER, *dated 12th November*, 1921.

I am directed to acknowledge the receipt of your telegram dated the 10th November, 1921, statingt that your Chamber supports the resolution passed by the Madras Legislative Council and the views expressed by the Madras Chamber of Commerce on the subject of the Madras Government's contribution to the Government of India.

From P. L. MOORE, ESQ., C.I.E., I.C.S., SECRETARY TO THE GOVERNMENT OF MADRAS, to CHAMBER, *dated 17th November*, 1921.

I am directed to acknowledge with thanks the receipt of your letter of 10th November, 1921, intimating the action taken by your Chamber in support of the resolution passed at the Madras Legislative Council with regard to the Provincial Contribution to the Central Government.

Railway Requirements in Southern India.

From JOHN IZAT, ESQ., ENGINEER-IN-CHIEF IN CHARGE OF RAILWAY INVESTIGATION IN SOUTHERN INDIA, to CHAMBER, *dated 6th December*, 1921.

The railway Board have directed me to carry out certain investigations regarding Railway requirements in Southern India and so I would be glad to have an early opportunity to meet the Chairman and Members of your Chamber of Commerce to discuss and learn their views on the projects which I have been asked to particularly investigate.

In this connection, I enclose herewith a copy of a letter from the Railway Board to the Secretary to the Government of Madras, Public Works Department, Railways, which briefly enumerates the projects to which my investigations are to be directed.

I should be very glad to ascertain the views of your Chamber of Commerce regarding the desirability or necessity of the conversion of the Shoranur-Cochin metre gauge railway to standard (5 feet 6 inches) gauge.

In arriving at a decision on this point, full consideration should be given to the possibility of the following three railways being constructed in the near future :—

(*a*) Dindigul-Palghat-Trichur Railway.
(*b*) Shoranur-Nilambur-Manantoddy Railway.
(*c*) Quilon-Cochin Railway.

The gauge to which these proposed railways should be constructed will have an important bearing on any decision as to gauge that is now come to.

I would be glad to have the views of your Chamber of Commerce as early as possible as any decision that may become to regarding the Shoranur-Cochin Railway will have an important bearing on the general policy for future railway development in Southern India.

The Madras Government and the Chambers of Commerce in Madras and Tuticorin are also being consulted so as to ascertain their views on the subject.

I should be glad to meet your Chairman and Members to discuss the subject-matter of this letter at any time that may be most convenient to you.

Enclosures.

LETTER NO. 995-P.

From the SECRETARY, RAILWAY BOARD, to the SECRETARY to the GOVERNMENT ot MADRAS, PUBLIC WORKS DEPARTMENT, RAILWAYS,

dated 29th October, 1921.

I am directed to refer to the meeting between His Excellency the Governor of Madras and Mr. E. A. S. Bell, Member, Railway Board, in July, 1921, at which it was agreed that an officer should be deputed during the cold weather of 1921-22 to investigate the question of railway communication which may be rendered necessary by the development of the ports of Tuticorin and Cochin and with reference thereto to say that the Railway Board have appointed Mr. J. Izat, State Railway Engineer, to make the investigations noted in the para below :—

2. Mr. Izat's investigations will consist of—

(*a*) A consideration of requirements of Southern India especially with regard to whether the expected developments of the harbours of Tuticorin and Cochin will necessitate the construction of Railways on the standard gauge to serve them,

(*b*) to draw up a scheme of new construction necessary to develop the area served by the South Indian Railway placing the lines as early as possible in order of urgency,

(*c*) to report on the best means of dealing with the level crossing problem in the City of Madras, and

(*d*) generally to report on any other question of Railway Development that in the opinion of the Government of Madras requires investigation.

3. Mr. Izat has been instructed to place himself in direct communication with the Madras Government on this subject.

From CHAMBER, to the MANAGER, KANAN DEVAN HILLS PRODUCE CO., LTD., MUNNAR POST, HIGH RANGE,

dated 12th January, 1922.

I mentioned to Mr. Lee when he was here the probability of a visit to Cochin from Mr. Izat, the Special Officer appointed by Government to investigate Railway Developments in South India. Mr. Izat is meeting the Chamber of

Commerce here on the 30th instant, and I have invited either Mr. Waddington or Mr. Brock to come down to represent planting interests, Mr. Richardson, being away at that time. If you could give the Chamber the latest position from your standpoint with regard to the proposal to extend the Cochin Tramway to the Anamalais and High Range and also as to the proposed new trace of the western outlet road, it would be of considerable assistance to us in our discussions with Mr. Izat.

I understand that the Travancore Government are at present not prepared to spend the necessary money on the western outlet road. In view of Travancore interest in the Cochin Harbour, this seems to be a short-sighted policy and if our Chamber of Commerce could be of any use to you in supporting your proposals from the Harbour standpoint, we should be very pleased to take any suitable action.

From the MANAGER, KANAN DEVAN HILLS PRODUCE CO., LTD., MUNNAR POST, to CHAMBER, *dated 23rd January*, 1922.

I have to thank you for your letter of the 12th instant.

This company takes great interest in the proposed Cochin Harbour because provided that proper lines of communication are developed, it would undoubtedly be the best outlet for our produce and inlet for our imports.

At present our outlet is to the east to Kodaikanal Road, and thence by rail to Tuticorin, but the distance of course is very much greater than it would be to the west. In fact with a fairly direct route it would be no farther from the High Range to Cochin than it is, *via.*, the present route to Kodaikanal Road.

As you are doubtless aware the Travancore Government have recently in a haphazard way opened a cart-road to the west, and I have motored by this road to Cochin. The road, however, is unmetalled, and the gradients especially on the upper portions of it are so bad that I do not think it could ever be made practical for motor lorry traffic unless the last ten miles or so were abandoned and a new trace made. In any case the rainfall is so heavy over a considerable section of the country through which this road passes that during the south-west monsoon transport would be greatly hampered, whilst the upkeep of a ghaut road under these condition with heavy traffic over it would be a considerable problem.

At an interview I had with the Dewan of Travancore a few months ago, he told me that the Travancore Government were considering the putting down of a light railway between Neriamangalam and the High Range. This is undoubtedly the line of country which should have been adopted by the Travancore Government for their western outlet road, as not only is the country easier, but the rainfall is far lighter on that side. Should a light tramway or even a cart-road on a good trace be made by that route and taking it that the Cochin Harbour materialises, there is no doubt that we should adopt this outlet, and if the Cochin Chamber of Commerce can do anything to induce the Travancore Government to make a road or tramway to the High Range on that line, we should be very grateful.

Regarding the proposed Cochin Tramway to the Anamalais, this is a different proposition on account of the fact that an extension from the Anamalais to the High Range at one time mooted is, in my opinion and in the opinion of any others who know the country through it would have to pass quite impossible.

These companies, however, have large interests in the Anamalais as well as in this district, and we are therefore very interested in the Cochin Harbour and in the proposed tramway on this account. I need not, however, enlarge on the difficulties of the transport in the Anamalais, as you have doubtless received full details of these from the local association.

From JOHN IZAT, ESQ., ENGINEER-IN-CHIEF IN CHARGE OF RAILWAY INVESTIGATION IN SOUTHERN INDIA, MADRAS, to CHAMBER,

dated 9th February, 1922.

Your letter of the 4th instant enclosing copy of the minutes of the meeting of the 30th January. I have as you requested me to do corrected the notes of the minutes and send you herewith separate copy of my remarks which I should be glad if you would adopt instead of those which you forwarded to me.

I think you will find that they are substantially the same. In my copy I have omitted Mr. Muirhead's name as I think it advisable to do so.

I agree with Haigh that the last paragraph referring to the speeding up of the present traffic between Ernakulam and Shoranur should be omitted.

There is, however, one point which I would like cleared up. The Ad Hoc Harbour Committee adopted 100,000 tons as the probable increased tonnage that would be railborne ten years hence. I see Bristow in his notes now suggests 200,000 tons as the more likely figure.

Am I right in assuming that your Chamber of Commerce now accept this latter figure in preference to the Ad Hoc Harbour Committee's figure as the probable estimate of the increased traffic that the railway will have to carry ten years after the port has been made into a harbour open all the year round?

From CHAMBER, to JOHN IZAT, ESQ., ENGINEER-IN-CHIEF IN CHARGE OF RAILWAY INVESTIGATION IN SOUTHERN INDIA,

MADRAS, *dated 27th February*, 1922.

Many thanks for your letter of the 9th instant, returning my notes of the Chamber's meeting with you and your revised notes covering your remarks, I enclose herewith a copy of the minutes of the meeting from which you will see that your remarks have been incorporated in accordance with your wishes. I also enclose a copy of Bristow's memorandum on railway connections, which you will see differs somewhat on certain points from the memorandum which he had prepared prior to the meeting. At Bristow's request this revised memorandum has been circulated in place of his original one.

With regard to your question as to whether the Chamber agrees Bristow's present estimate of probable increase in tonnage as opposed to the smaller estimate of the Ad Hoc Committee I have to say that although as stated at the time it was considered that the Ad Hoc Committee's estimate was a very conservative one, the Chamber does not feel that it can at the present stage go back on same without further investigation.

Minutes of Meeting.

30th January, 1922.

The Chamber was requested by Mr. Izat in arriving at a decision on the above point to give full consideration to the possibility of the following three Railways being constructed in the near future (on the metre gauge):—

(*a*) Trichur-Palghat-Dindigul Line.
(*b*) Shoranur-Nilambur-Manantoddy Line.
(*c*) Cochin-Quilon Line.

After introducing Mr. Izat to the Meeting, the Chairman informed Mr. Izat of the conclusions arrived at by the Chamber on the point under reference at the General Meeting held on 19th January which was as follows:—

"That in addition to the present metre line between Shoranur and "Ernakulam, a broad gauge line should be constructed between Erna- "kulam and a point on the existing broad gauge line east or west of "Shoranur."

Letters from Mr. J. A. Richardson (Planting Member of the Madras Legislative Council) and Mr. Pinches, General Manager, Kanan Devan Hills Produce Co., Ltd. (High Range), were also read, expressing sympathy with Cochin Harbour Project and urging the necessity for the early provision of facilities for the transport of Estate produce direct to Cochin from the Wynaad, Anamalais and High Range. In connection with the two latter districts, an early expression of opinion was desired from the Railway Board as to the feasibility of the extension of the present Cochin Tramway to those districts.

Before asking for Mr. Izat's comments on the Chamber's opinion, Mr. Waddington and Mr. Bristow were asked to express their views.

Speaking for the Planting Community, Mr. Waddington emphasised the desirability for the early provision of feeder lines for the transport of Estate produce to Cochin and the necessity for this being without break of bulk on the Railway. The proposed feeder line to Estate districts being, he understood, essentially of metre gauge, he was of the opinion that the present metre gauge between Ernakulam and Shoranur should be maintained. The question of providing an additional broad gauge connection with Ernakulam, he preferred to leave to the Mercantile Community.

Mr. Bristow then read a comprehensive memorandum which he had prepared (This memorandum is available to Members on the Chamber file) dealing with the Railway extensions he considered essential in connection with the

present Cochin Harbour Project and the increased tonnage to be provided for during the first ten years after the opening of the Bar. This memorandum may be summarised as follows :—

(1) " The Shoranur-Ernakulam Line should be so improved at once so as to be capable of dealing rapidly with an increase of at least 200,000 tons of traffic annually. The extension of the line to a point opposite the south end of Venduruty should also be taken in hand. This is necessary to connect up the proposed bridge across the backwater to the reclamation at Venduruty."

(2) " A line from Shoranur to Nanjangud should be put in hand at once with its branch to Manantoddy.

(3) " The lines to Dindigul and the Anamalais from Trichur should also be put in hand at once." These are the immediate necessities and should be pressed for in every possible way.

(4) " The line south of Ernakulam is an important one but will not benefit the Port to quite the same extent as the others."

(5) " The broad gauge line from Cochin will be a matter of urgency in ten years' time but not before.

MR. IZAT'S REMARKS:

SHORANUR-ERNAKULAM RAILWAY.

Mr. Izat pointed out that the present metre line now carries about 200,000 tons per annum and that as the up and down traffic are about equal in amount this was only equivalent to one goods train per day each way and that the existing Metre Gauge Railway was capable with some improvements and the necessary rollig stock of carrying treble this tonnage.

The increased traffic during the next ten years estimated for by the Ad Hoc Harbour Committee could therefore be easily carried by the present Railway and the position ten years hence would not justify an additional Broad Gauge Line if this was the only traffic in sight.

He was of the opinion that the Ad Hoc Harbour Committee's estimate was a very conservative one and that as the Harbour developed and the projected Metre Gauge Railways were constructed, a broad gauge connection from Ernakulam to the main line (Preferably between Shoranur and Tirur would be necessary in addition to the Metre Gauge Railway to fully develop the Port.

In connection with the proposed Harbour lay out and the bridge to Venduruty he suggested that the proper authorities should be consulted so as to ensure ample provision being made for the Railway connections to serve the Port. Mr. Izat was of the opinion that the conversion of the metre to broad gauge on its present alignment was impracticable.

In further discussion regarding the broad gauge connection, he mentioned that the present view of the South Indian Railway officials was that the conversion of the metre to broad gauge was not necessary and that there seemed more justification for the conversion of the Shoranur-Mangalore to metre gauge than of the Shoranur-Ernakulam to broad gauge.

In answer to a question, he stated that the present line could be made double metre gauge from Ernakulam to Trichur but beyond that (between Trichur and Shoranur) it would probably be cheaper to select a new alignment than double the existing line.

SHORANUR-NILAMBUR-MANANTODDY-NANJANGUD RAILWAY.

Mr. Izat stated that he understood that the Mysore Government had stopped all work on the Bhatkal-Shimoga Railway.

That if the Mysore Government could be persuaded to drop the Bhatkal Harbour Project and join in with the Government of Madras and the Cochin and Travancore Durbars in the Cochin Harbour Scheme and construction of the Nanjangud-Manantoddy-Shoranur Railway, it would, without doubt, have a very great effect on the prospects of Cochin Harbour proving successful.

TRICHUR-PALGHAT-DINDIGUL RAILWAY.

During the course of the discussion Mr. Izat mentioned that he was recommending the early construction of the direct chord line from Villupuram to Trichinopoly and that this chord and the proposed Trichur-Dindigul Railway when constructed would give an excellent metre gauge connection between Ernakulam and the rest of the South Indian Railway Metre Gauge system.

He understood that Messrs. Binny & Co., had withdrawn from the construction of the Trichur-Palghat-Dindigul Railway solely on account of the war and that as the Madras Government had for so long advocated that the construction of this Railway there was every hope that its construction was but delayed pending a return of normal financial conditions. He proposed to recommend the early construction of this Railway as essential for developing the Port of Cochin.

COCHIN-QUILON RAILWAY.

Mr. Izat agreed with the Chamber's view that this line could not complete with the backwater traffic for goods but understood that the Travancore and Cochin Governments both wished to construct this line after the extension from Trivandrum to Nagercoil was completed.

RESOLUTION.

On the proposal of Messrs. Aspinwall & Co., Ltd., seconded by Messrs. William Goodacre & Sons, Ltd., the following resolution was put to the meeting:—

"That in the opinion of this Chamber and consistently with the develop-
" ment of Cochin Harbour, the additional lines from Dindigul through
" Pollachi to Trichur and from Shoranur to Nanjangud with a branch to
" Manantoddy should be constructed at the earliest possible date."—
Carried.

The meeting terminated with thanks to Mr. Izat for giving the Chamber the opportunity for this discussion.

COCHIN.

Railway Connection.

In paragraph 14 of the Ad Hoc Committee's Report for Cochin dated 20th August, 1920, it was requested that consideration should be given to the improvement of the road and railway connections to Cochin Harbour and in the previous discussions it had been generally agreed that provision should be made for a broad gauge line instead of the metre gauge which at present exists from Shoranur to Ernakulam.

2. This latter agreement was come to as a result of an interview between the Agent for the South Indian Railway, the Senior Government Inspector of Railways and the Harbour Engineer to Government. There was, however, no particular exception to the metre gauge line other than that it was considered desirable on broad grounds that the principal port in south-west India should be linked up to Madras by a direct route on the broad gauge line, and that it was anomalous for the subsidiary ports of Mangalore, Tellicherry and Calicut to be on a broad gauge system whilst the parent port remained on a narrow gauge only.

3. Now that the whole matter is being considered as requested by the Ad Hoc Committee in their report above referred to, it is desirable to design a scheme which as far as possible will meet the present and future requirements of the port. In this respect an examination of the tonnage figures is the first necessity.

4. The trade at Cochin for the five years prior to the war was 365,000 tons average per year and the Ad Hoc Committee in what they considered to be a conservative estimate budgetted for an average increase of 33⅓ per cent. over a period of ten years. This means that at the opening of the bar the increase would be practically nothing, that the trade would then rapidly expand, that at the end of ten years the increase might easily be 50 per cent. and that the average for the whole period of ten years would be about 33⅓ per cent. It was further considered that conditions would be so changed at the end of ten years that it was impossible to predict what the increase might be after that time.

5. The grounds upon which this estimated increase of trade rested were as follows:—

First/y, the Cochin State is approximately half cultivated and half forest and uncultivated land; large areas of Travancore are uncultivated, and according to a memorandum put forward by the United Planters' Association of Southern India in 1918 there are at least half a million acres of land within reasonable distance of Cochin Harbour capable of development.

Secondly, the opening of the port would increase considerably the revenues on coal, water and ship's necessities of all sorts.

Thirdly, the State of Mysore is within a relatively short distance of Cochin and with moderate expenditure might easily be connected to the harbour by railway.

Fourthly, a good deal of the trade which at present goes to Mangalore, Tellicherry, Calicut and Alleppey would probably come to Cochin once the harbour was opened and available for vessels to load and unload all the year round.

6. Whilst it was considered impossible to estimate even approximately how the increase of trade might be divided under these heads, it was considered that at least half the extra trade would be rail borne and the remainder water-borne in the backwaters. Applying this to the figures given and taking the approximate figure of 50 per cent. increase, it would mean that during the first ten years after the opening of the bar it would be necessary to budget for roughly 100,000 tons extra traffic over the Cochin-Shoranur Line, and roughly 100,000 tons by backwater.

7. In conversation subsequently, however, with various representatives of the Planters and Merchants it appeared not improbable that a much greater percentage of the trade would be carried by the railway and it is generally stated on all hands that given proper facilities to the interior the increase at the end of ten years would be considerably more than the conservative estimate put up by the Ad Hoc Committee. It will be remembered by the Members of that body that so experienced and capable a judge as the late representative of Messrs. Aspinwall's. Mr. Cooper expressed the opinion that given proper facilities the increase budgetted for was the very least that could reasonably be expected. Having regard, moreover, to the fact that the increased traffic after ten years would be very largely borne over the same lines as are necessary for the increase of trade during the first ten years, it seems that the policy should be to make provision on a full rather than on a small scale in the first instance. It would probably be wise, therefore, to make allowance for at least 200,000 tons increase of rail-borne traffic per annum to be sent from the following districts:—

(*a*) from the Anamalais and from the Pollachi-Dindigul districts;
(*b*) from the Wynaad;
(*c*) from the country between Ernakulam and Quilon;
(*d*) from the Mysore State;
(*e*) from Mangalore, Tellicherry, Calicut and Alleppey.

8. It is obvious as a first consideration that the new lines must be of metre gauge. Apart from questions of cost, in some cases the gradient will not permit of anything else. The following narrow gauge lines are, therefore, necessary:—

(*a*) A line from above Trichur to Dindigul, with a separate connection to the Anamalais, if necessary.

(*b*) A line from Shoranur *via* Nilambur to Manantoddy.

(*c*) A line from Ernakulam, along the foot of the hills south to Kotarakara or some other convenient point on the Quilon-Tuticorin Railway.

(*d*) A line connecting up the Shoranur-Manantoddy Line with Nanjangud, the terminus of the Mysore Railway.

(*e*) A broad gauge line connecting Ernakulam to the Madras-Mangalore route at some point between Shoranur and Trichur or alternatively.

The conversion of the Shoranur-Mangalore broad gauge into metre gauge.

9. While opinions will differ no doubt, as to the order of urgency of the above lines, it is the writer's personal opinion that looking at the matter from all points of view the line through Nilambur to Nanjangud connecting up the Mysore State with Cochin is the first consideration. The next is the branch line to Manantoddy of the same route. These two lines will probably tap at its source a good deal of the trade that at present goes to Mangalore, Tellicherry and Calicut, and in addition will bring Cochin into direct connection with the rich districts of Mysore and the Wynaad. The insolation of Cochin from these places is probably the greatest disability at present.

10. The next important line is probably that between Trichur and Dindigul and after that the line, if a separate line, is necessary, to the Anamalais. Then comes the line south of Ernakulam. The broad gauge connection from Ernakulam to the Mangalore-Madras Line can hardly be justified unless it can be shown that the existing Ernakulam-Shoranur route is incapable of dealing with an additional 200,000 tons of traffic yearly ; and even then it is to be remembered that all the new trade coming down from the Wynaad and Mysore *must* pass over the existing metre gauge line.

11. Here again opinions will no doubt differ but the writer's own view is as follows:—

The increase of trade coming from Mysore and the Wynaad will necessitate eventually the doubling of the line at least between Trichur and Ernakulam and this doubling will also provide for the increased traffic coming from Dindigul and the Anamalais. By this time Cochin will have become a major port and its connection by broad gauge to Madras an urgent necessity from other points of view than that of goods traffic.

12. Whilst the conversion of the broad gauge line from Shoranur to Mangalore would undoubtedly serve a useful purpose in diverting trade from Malabar Ports to Cochin, it is not improbable that there would be considerable and not unnatural objections from a large number of people whose interests lie in the places served the railway as it exists ; and in view of that fact that it is desired eventually to connect all these places with a broad gauge line to Cochin, it is probably the soundest policy to leave the line as it is. It should be noted, however, that for certain parts of the year at least, the trade will come to Cochin in any case, although it means transhipment at Shoranur.

13. Summing up the conclusions of this memorandum:—

(1) The Shoranur-Ernakulam Line should be so improved at once as to be capable of dealing rapidly with an increase of at least 200,000 tons of traffic annually. The extension of the line to a point opposite the south end of Venduruty should also be taken in hand. This is necessary to connect up the proposed bridge across the backwater to the reclamation at Venduruty.

(2) A line from Shoranur to Nanjangud should be put in hand at once with its branch to Manantoddy.

(3) The lines to Dindigul and Anamalais from Trichur should also be put in hand at once.

These are the immediate necessities and should be pressed for in every possible way.

(4) The line south from Ernakulam is an important one but will not benefit the port to quite the same extent as the others.

(5) The broad gauge line from Cochin will be a matter of urgency in ten years' time but not before.

14. A cartoon plan of railways is shown in connection with this report.

ROBERT C. BRISTOW,

Harbour Engineer to the Government of Madras.

30*th January*, 1922.

Mr. Richardson's Notes.

In connection with the Railway communication and the Cochin Harbour Scheme, there are one or two most important points to be borne in mind both from the point of view of the Harbour and the Planting Industry.

1st. The extension of the Cochin Tramway to the Anamalais. This line has been under contemplation for some time and I believe a survey has been made.

Personally, I do not think this line can be extended beyond the Anamalais though of course if it could be taken on into Munnar it would insure the produce of the Kanan Devan Hills coming down to Cochin.

An outlet to the Anamalais is a vital point at the present moment and some decision should be come to by the Railway Board as to whether the proposed Tramway Scheme is feasible or not.

Possibly a ropeway part of the way might get over the difficulty but the outlet must be to the west, otherwise there is a danger of the traffic being deviated from Cochin.

The same applies to the High Range.

Knowing the country as I do, I do not think a line is feasible from the Anamalais to Munnar but given a good road to the west fit for motor lorry traffic the whole of the produce from this district would be diverted to Cochin.

There is a perfectly good trace from Munnar known as Valentines trace and everything possible should be done to press the Travancore Government to cut this road and possibly later put down a tramway.

If this is delayed for any length of time it will mean the loss of all this produce to Cochin as the Kanan Devan Hills Co., will be forced to put up a new ropeway to the east after which they are not likely to send their traffic to the West Coast though at present they are quite ready to do so given a road.

Minantoddy-Shoranur Railway. This is also an important line, as it will connect up the Wynaad and Nilgiri-Wynaad districts with Cochin and if extended to Nanjangud will tap the Mysore Planting districts which will be a valuable addition.

In writing these notes, I have done so mostly from the planting point of view but the importance of this produce and the import of rice, etc., will be a valuable asset to the Harbour Scheme and if Government do not decide on a definite policy soon, a great deal of this traffic may be lost to Cochin.

From CHAMBER, to H. L. PINCHES, ESQ., GENERAL MANAGER, KANAN DEVAN HILL PRODUCE CO., LTD., MUNNAR HIGH RANGE, TRAVANCORE,

dated 27th February, 1922.

I enclose herewith the Minutes of the Chamber's meeting with Mr. Izat together with a copy of Mr. Bristow's memorandum on Railway connection which I think will interest you.

I regret the delay in forwarding these papers but the draft had to be forwarded to Mr. Izat on tour as he wished to confirm the notes taken of his remarks before circulation.

From CHAMBER, to the SECRETARY, UNITED PLANTERS' ASSOCIATION of SOUTHERN INDIA, COIMBATORE, *dated 27th February*, 1922.

I enclose herewith the Minutes of the Chamber's meeting with Mr. Izat together with a copy of Mr. Bristow's memorandum on Railway connection which I think will interest you.

I regret the delay in forwarding these papers but the draft had to be forwarded to Mr. Izat on tour as he wished to confirm the notes taken of his remarks before circulation.

From the SECRETARY, UNITED PLANTERS' ASSOCIATION of SOUTHERN INDIA, COIMBATORE, to CHAMBER, *dated 1st March*, 1922.

I am very much obliged for yours of 27th ultimo and enclosures which I am glad to have and find most interesting.

Customs—Centralization of the Administration.

From T. E. MOIR, ESQ., C.I.E., I.C.S., SECRETARY to the GOVERNMENT of MADRAS, to CHAMBER, *dated Fort St. George, 6th December*, 1921.

LETTER from the GOVERNMENT of INDIA, NO. 6767, *dated 24th November*, 1921.

I am directed to forward a copy of the above letter and to request that you will be good enough to favour the Government with the views of your Chamber on the proposals of the Government of India before the 10th January, 1922.

From CHAMBER, to T. E. MOIR, ESQ., C.I.E., I.C.S., SECRETARY to the GOVERNMENT of MADRAS (FINANCE DEPARTMENT), MADRAS,

dated 23rd January, 1922.

In reply to your communication on the above subject, this Chamber is of the opinion that there are the same objections against the appointment suggested as there were in 1903 and the dissociation of local Government from Customs Administration will make it more difficult for local grievances to be redressed.

If these difficulties can be overcome, the Chamber agrees with Government as to the advantages accruing from a Central Administration.

Rates of Freight.

From CHAMBER to

MESSRS. CAYZER IRVINE, GLASGOW.

MESSRS. ELLERMAN LINES, LTD., LONDON.

THE INDIAN TRADE COMMISSIONER, LONDON.

MESSRS. PEIRCE, LESLIE & CO., LTD., AGENTS, CLAN LINE STEAMERS, COCHIN.

MESSRS. ASPINWALL & CO., LTD., AGENTS, ELLERMAN STEAMSHIP COMPANIES COCHIN,

dated 17th December, 1921.

I am directed to forward for your information copy of resolution passed by the Cochin Chamber of Commerce at a meeting held on the 15th December, 1921, reading as follows:—

"This Chamber is strongly of opinion when Malabar rates of freight "are compared with those ruling at the main Ports of India and Ceylon "—that Malabar shippers are not enjoying the advantages due to them "as contractors of the 'Clan-Ellerman' Steamship Companies.

"The action of the 'Clan-Ellerman' combine in maintaining a rate of "freight so unjustly out of all proportion to the freight markets in the "east, emphasises the fact that the combine is taking an unfair advan-"tage of their, more or less, control of Malabar tonnage.

"This Chamber therefore wishes to place on record their disapproval of "the attitude of the 'Clan-Ellerman' combine and desires that an assur-"ance be obtained from the combine that the rates of freight will be "based more in sympathy with the ruling rate of freight at Bombay.

"Further, the Chamber wishes to place on record their disapproval of "the Rebate Clause in the 'Clan-Ellerman' combine contract—being of "opinion that the clause tends to impede, rather than to promote, trade "conditions.

"Copies of this resolution to be forwarded to the Indian Trade Com-
"missioner, London, and to Messrs. Cayzer Irvine, Glasgow and Messrs.
"Ellerman Lines, Ltd., London, also to the local Agents of the 'Clan and
"Ellerman' Steamship Companies."

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From CHAMBER, to CAYZER, LONDON.

COPY to BUCARDIA, LONDON,

dated 21*st January*, 1922.

Members desire immediate cable reply Chambers letter December 17 and decision regarding reduction Malabar freight.

From PEIRCE, LESLIE & CO., LTD. (AGENTS, CLAN LINE), ASPINWALL & CO., LTD. (AGENTS, ELLERMAN LINE), to CHAMBER,

dated 28*th January*, 1922.

With reference to your recent cable to our Principals on the subject of rates of freight we have just received the following cable from them and we shall be glad if you will notify Members of the Chamber accordingly.

"Advise Chamber of Commerce communication is having attention
"Clan Ellerman Lines who are writing Chamber of Commerce."

From ASPINWALL & CO., LTD. (AGENTS, THE ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.), to CHAMBER, *dated* 9*th February*, 1922.

We have just received a cable from Messrs. Ellerman and Bucknall Steamship Co., Ltd., which translates as follows:—

"Please instruct Secretary, Cochin Chamber of Commerce refrain des-
"patching cables addressed Bucardia which is private address with
"certain Agents only stop subject matter their telegram are not our
"concern."

We presume that your telegrams to them to which they refer are in connection with the resolution recently passed in the Chamber. If this is so, we would point out to you that Messrs. Ellerman and Bucknall Steamship Co., Ltd., are an on entirely different line under separate management to Messrs. Ellerman Lines, Ltd., to whom the Chamber resolution made reference. The Head Office of Messrs. Ellerman Lines, Ltd., is in Liverpool.

From WM. GOODACRE & SONS., LTD., COCHIN, to CHAMBER,

dated 31*st January*, 1922.

We do not know what views are held by the other Members of the Chamber of Commerce with regard to the reply received by the local Agents of the Clan Ellerman combine.

We hold that the reply is most unsatisfactory, seeing that the Chamber called for a cable reply. It is most apparent that the combine desires to hold shippers of this port in unnecessary abeyance ; we therefore propose that another cable should be sent to Messrs. Cayzer Irvine, Glasgow, and Messrs. The Ellerman Lines, Ltd., insisting on a full cable reply.

From CHAMBER, to CAVZER (COPY to), BUCARDIA, LONDON,

dated 2nd February, 1922.

Reference to our telegram of 21st January Members insist upon telegraphic reply immediately

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From PEIRCE, LESLIE & CO., LTD. (AGENTS, CLAN LINE), ASPINWALL & CO., LTD. (AGENTS, ELLERMAN LINE), to CHAMBER,

dated 9th February, 1922.

We beg to advise you that we have received the following cable from our Principals :—

"Advise Chamber of Commerce statements made with reference to "freight arrangements are not correct cannot be replied by telegram ask "Chamber of Commerce awaited letter posted 26th January" and we shall be glad if you will notify Members accordingly.

From HALL LINE, LIMITED, LIVERPOOL, to CHAMBER,

dated 25th January, 1922.

We have duly received your communication dated the 17th of December embodying a resolution passed by the Cochin Chamber of Commerce at their Meeting held on the 15th December, 1921. We observe it is stated in this resolution that the Clan-Ellerman Lines have been maintaining exhorbitant rates of freight which are out of proportion to the rates operating in other Eastern Trades and that your Chamber considers that homeward rates from the Malabar Coast should be on a parity with the rates ruling from Bombay. We also note that the Members disapprove of the Rebate Clause in our Contract with shippers.

We hardly think that the resolution which you have been good enough to send us emanates from the shippers who are under Contract with the Clan-Ellerman Steamship Lines, as it is not stated in the resolution whether the Members of your Chamber are regular shippers or not. The latter, however, are quite aware of the advantages which regular shipping opportunities and stable rates of freight give to them and we think it is well understood by them that the rates of freight ruling in Bombay have no relation whatever to the rates fixed from Malabar Coast Ports. On the other hand, we think they are aware that Malabar Coast rates are based on the rates ruling from Colombo at which Port most of the steamers of the regular lines call for part cargoes on the homeward voyage.

We are quite prepared, as we always have been in the past, to give careful consideration to the views of shippers on your Coast, and our Agents never fail to pass on to us any expressions of opinion put forward by shippers in regard to the homeward service provided by the Clan-Ellerman steamers. In our opinion, it is not a reasonable comparison to quote the rates ruling from Bombay with those from the Malabar Coast, as in the case of Bombay, steamers are able to load full cargoes in dock to probably one port of discharge and they also receive quick despatch which is another important factor. On the other hand, the conditions on the Malabar Coast are quite different, as vessels have to call at several ports for comparatively small parcels of cargo and also to give shippers the option of two or three ports of discharge. Steamers have also to lie in the open roadstead and take in the whole of their cargo from lighters which is very much worse than loading in dock. In view of these facts, we are somewhat surprised that your Chamber should have given expression to the views embodied in the resolution.

As regards the Rebate Clause, it is common knowledge that rebates have been in operation in the Malabar Coast Homeward Trade for many years, and while some Merchants have gone out of their way from time to time to attack the system in order to bring in outside tonnage, it has never, so far as we are aware, been operated to the disadvantage of regular shippers. Our own opinion is, that Merchants realise the advantage which they receive by reason of the regularity of sailings from the Malabar Coast provided by the Clan-Ellerman Lines, and the fact that they are able to rely on stable rates of freight which gives the small shipper of a few tons exactly the same advantages as shippers of 400 to 500 tons.

When all these considerations are taken into account, we do not think the resolution which has been put forward is justified or reasonable.

From the INDIAN TRADE COMMISSIONER, LONDON, to CHAMBER,
dated 26th January, 1922.

I have received your letter of 17th December regarding rates of freight and beg to advise you that I have forwarded it to the Secretary of the Imperial Shipping Committee, Board of Trade, Great George Street, London, S. W. 1.

2. The Imperial Shipping Committee, representative of the various Governments both of this country and overseas and of shipowners and shippers, is appointed under the direction of the Imperial Conference to enquire into the workings of shipping combines, complaints of merchant bodies regarding the methods and principles of carrying goods, etc. It is at present examining the question of rebates. Thus it seems to be the correct body for you to address.

3. I would point out to you, however, that any complaint or statement that you address to the Imperial Shipping Committee will carry much more weight if it be supported by comparative figures showing for the same or similar class of cargo the difference in freight rates between your port and some fairly near free port. Further, you record your dissatisfaction with the Rebate Clause. Here, again, I should think it would be advisable to say whether you really

object to any form of rebate system or whether your objection is to the working of the deferred rebate system. It must be remembered that shipowners maintain that by some form of rebate, they are able to guarantee a regular service which in itself is an immense advantage to the merchant community. In fact, a considered statement would, obviously demand more attention than a resolution of general disapproval.

From CAYZER, IRVINE & CO., LTD., LONDON, to CHAMBER,
dated 26th January, 1922.

There has been passed on to us copy of resolution passed by the Cochin Chamber of Commerce at their meeting on 15th December, 1921.

The gist of the resolution is that the Clan-Ellerman Lines have been maintaining unjust rates of freight, such freights being out of proportion to the Freight Markets in the East and that the Chamber is of opinion that the rates of the Malabar Coast should be in sympathy with the rates in Bombay. They also express their disapproval of the Rebate Clause in the Clan-Ellerman Contract. We do not, of course, know whether the Members of your Chamber are regular shippers, but we can scarcely think that the Resolution which you have been good enough to send us emanates from the shippers under contract with the Clan-Ellerman Steamship Companies. These shippers are quite well aware of the advantages which regular opportunities of shipment possess to them, and also stable freights. These shippers are also quite well aware that the rate of freight ruling in Bombay has no relation whatever to the rate of freight which is applicable to the Malabar Coast Ports and they are also quite well aware that the Malabar Coast Freights are based on the rates ruling in Colombo a port at which some twenty different companies call regularly.

We are quite open at any time to consider and give every consideration to the expression of views from our shippers, and our Agents on the Malabar Coast take every opportunity of passing on to us any expression of opinion of our shippers.

To compare the rates ruling from Bombay, where a steamer goes into dock and loads full cargoes of produce to one port of discharge—loading and sailing probably within a week with the conditions which exist on the Malabar Coast, where the vessels have to call at four or five ports and take in comparatively small lots of cargo and to provide accommodation for two or three ports of discharge, and where also the steamers are in every case lying in an open roadstead and dependent on getting their cargo by lighters, is an impossible comparison and we are more than surprised that your Chamber should express any views of the kind.

As regards the Rebate Clause, we have to point out that the rebate on the Malabar Coast has been in operation for many years and, so far as we know, has never been operated to the disadvantage of regular shippers, although it has repeatedly been attacked by some of the Merchants who would wish to bring in casual boats seeking cargo. Our own understanding is that the Merchants on the Malabar Coast appreciate the regularity of sailings? and the fact that the rates by regular lines are stable rates and that the shipper of five

tons is getting exactly the same conditions as the shippers of 500 tons, and when these considerations are taken into account, we scarcely think that the resolution referred to is in any way justified.

From CHAMBER, to CAYZER, LONDON AND ALRAD, LIVERPOOL, *dated 18th February*, 1922.

Members of this Chamber unanimously with the exception of your Agents consider contents of your letter of January 25 most unsatisfactory contractors strongly urge rate of freights should be reduced all round to a level not above 40*s* (2 £) stop Chamber desires definite reply at an early date by cable.

From PEIRCE, LESLIE & CO., LTD. (AGENTS, CLAN LINE, LTD.), ASPINWALL & CO. (AGENTS, ELLERMAN LINE, LTD.), to CHAMBER,

dated 22nd February, 1922.

We have received the following cable from our Principals presumably in answer to the Chamber's cable of 17th instant.

"Inform Chairman Chamber of Commerce will give every consideration views any of our contractors with reference to rates submitted to us here or through Agents, Clan-Ellerman."

From CHAMBER, to the HALL LINE, LIMITED (ELLERMAN LINE, LTD.), LIVERPOOL, *dated 22nd February*, 1922.

I have to acknowledge receipt of your letter of the 25th January to which I am instructed to reply as follows:—

Contrary to your assumption, the resolution in question *does* emanate from contractors, with the Clan-Ellerman Lines, as all the principal shippers-members of this Chamber are contractors, a fact which we think might not have been unknown to the Steamship Companies concerned.

The shippers do not deny that certain advantages are derived from regular shipping opportunities and stable rates. The grievances is, that the latter have far too long been too stable and on a much too high level. Your contention that rates of freight ruling in Bombay have no relation whatever to those from Malabar Ports has unfortunately proved to be only too true, to the great detriment of your contractors. For a considerable time past it has been possible to ship *via* Bombay at rates equal to and often below the ones in force on the Coast for direct shipment, but such a state of things is surely anomalous in a very high degree in consideration of a coasting rate of something like 25*s*

per 40 c.ft. We could also adduce a number of instances of shipments *via* Colombo from Coast Ports having been possible at a through rate lower than the direct rate.

We are, however, glad to see from your letter the admission that the coast rates are based on the Colombo ones and the question now only is the extent of premium imposed on our ports.

It has required a lot of pressure from shippers and many representations through your Agents to obtain a few small concessions.

Your remarks in connection with the loading of steamers in Bombay and on the Coast are, in our judgment, open to contradiction in so far as despatch comes into question. Information to hand goes to show very heavy delays steamers are nowadays subjected to in the Bombay harbour. Malabar Coast Ports, and particularly Cochin, are capable of doing very quick loading work, figures could be quoted that would stand comparison with any eastern harbour. That the cargo is distributed amongst several coast ports is a factor long known to interested shipping companies, yet the alleged disadvantages in having to call at these various ports and to take in cargo in open roadsteads have apparently never been an obstacle to the attraction of shipping. It was the Clan and Ellerman Lines, not the shippers on this coast, who came forward with proposals for a contract embodying a range of United Kingdom and continental ports. At the time when these proposals were launched both lines knew since years past trade conditions on the coast and it seems a far fetched and hollow argument to try and qualify these conditions as unpalatable to your interests.

The option of several ports of discharge cannot fairly be singled out as only applying to the west coast. Shipping conditions on this coast are very much the same as on the east coast, where freight has been sold during recent months by the Clan-Ellerman at about half the rates in force on the west coast, with option of shippers to ship from several small ports, to ¾ ports of destination in Europe. Conditions that ruled for the past year or so in other Indian and eastern ports are too well known to you that we should go to the extent of quoting comparative rates and figures. Shippers on this coast have severely felt the most unfair disparity in rates and the procrastinated and unsympathetic reception at your hands of complaints and suggestions in this regard. They cannot help feeling that the existing contract with a deferred rebate system has been unfairly used as a means to keep up rates. Occurrences as we witnessed of late, *i.e.*, steamers hovering about the coast for several weeks, loading two and three times at one and the same port, cannot fail to produce an impression on shippers that the Malabar Coast with its attractive rates of freight is a paradise for shipowners, and this despite the oft repeated statement that steamers are run at a loss even at Malabar rates.

A better illustration to disprove this allegation cannot be given than the fact of your having accepted cargo from the Coast to the United States of America at infinitely cheaper rates than those charged to United Kingdom and continental contract ports. Worse than that, the same ship has charged 42*s.* 6*d.* nett per scale ton to New York-Boston free ports from shippers' point of view while the much nearer port of Marseilles—included in the contract was served at 10*s.* to 15*s.* per scale ton premium.

We note with satisfaction fresh reductions in rates announced a few days ago and trust these will be followed by your acceptance of the proposition cabled by the Chamber on the 17th instant, which would bring down the level of rates to 40*s.* a basis which we understand, applies now to Calcutta and Colombo.

From CHAMBER, to Messrs. CAYZER, IRVINE & CO., LTD., LONDON,
dated 3rd March, 1922.

I have to acknowledge receipt of your letter of 26th January and in reply thereto am directed to send you copy of letter addressed by the Chamber last mail to the Hall Line, Ltd., which covers the points raised in your letter.

I have also to confirm the Chamber's last cable to you, dated 18th February, reading as under :—

> " Members of this Chamber unanimously with the exception of your
> " Agents consider contents of your letter of January 26th most unsatisfac-
> " tory. Contractors strongly urge rate of freights should be reduced all
> " round to a level not above 40*s.* (2£) stop Chamber desires definite reply
> " at an early date by cable."

From the HALL LINE, LTD., LIVERPOOL, to CHAMBER,
dated 22nd February, 1922.

We duly received your cable stating that all the Members of your Chamber with the exception of our Agents consider that the contents of our letter of the 25th of January most unsatisfactory, and that contractors strongly urge that the rate of freight from your coast should be reduced to an all round level of £2 per ton. You add that the Chamber desire a definite reply by cable.

After consulting with our colleagues, Messrs. Cayzer, Irvine & Co., Ltd., the latter cabled the following reply to their Cochin Agents to be submitted to you on joint account :—

> " Inform Chairman Chamber of Commerce will give every consideration
> " views any of our contractors regarding rates submitted to us here or
> " through Agents Clan-Ellerman."

You will doubtless agree that the obvious course is for our contractors to deal with us direct in connection with matters of this nature, and as mentioned in the reply above, careful consideration will be given to their views.

From Messrs. CAYZER, IRVINE & CO., LTD., LONDON, to CHAMBER,
dated 13th May, 1922.

We have to acknowledge your letter of 3rd March, enclosing copy of communication you have addressed to the Hall Line in Liverpool. We have carefully perused the views expressed in your letter and we may point out that

many of the statements made are not at all in accordance with what we know to be the facts of the position on the Malabar Coast. To begin with, you seem to indicate that the Clan-Ellerman Line forced on to shippers the conditions for shipment which you describe as a contract. You may be unaware that we have had contracts with the shippers on the Malabar Coast for somewhere near thirty years and that when we provided regular opportunities of shipment from the Malabar Coast the business of that coast was in the hands of a few European houses, who, in order to get the tonnage, made a contract for the steamers' space which was virtually a chartering of the space. Under that arrangement the control of the shipments from the Malabar Coast was practically in the hands of these few houses, and, as it was represented to us that the trade on the Malabar Coast was suffering from this arrangement and could not expand because no new houses could reasonably institute trading there against the control exercised by our contractors, we ourselves altered the arrangement, making the rates from the coast equal to all shippers large and small alike, giving rebate on the freight to the shippers who confined their shipments to our steamers. Had we not taken this step you would probably at the present time have very few Members of your Chamber of Commerce, but we have repeatedly heard from Malabar Coast firms that our action is giving them free right of shipment by our steamers enabled them to carry on their business on the Malabar Coast, which would otberwise have been impossible.

According to your communication, shippers are able to afford to pay 25 per 40 cubic feet coastwise to Bombay and to Colombo and be at an advantage as compared to the rates we are charging on direct steamers. We would like to point out that shippers who would pay 25 per 40 cubic feet and ship either from Bombay or from Colombo have not been influenced in their shipments by, the matter of freight and it is impossible for anyone to put forward seriously such an argument. It is one of the conditions we made on the Malabar Coast that shipments by Bombay or Colombo did not in any way interfere with the arrangement under which they get a rebate on their direct shipments by our lines. Again, even if it were possible for shippers to send their cargo *via* Bombay it would be no proper criterion of the proper rate of freight they would pay on direct ships. We have already pointed out the reason of this, and the mere fact that owing to exceptional circumstances the steamers are meeting with heavy delay in Bombay does not alter the fact that steamers loading in Bombay load full cargoes and are not taking the risk of having to leave with a portion of their space unoccupied as they have always to do on the Malabar Coast, and even at the time of the worst congestion at Bombay the loading conditions on the Malabar Coast cannot be compared.

We do not understand what you mean by stating that the fact that cargo is distributed amongst several coast ports is a factor which interested shipping companies have not made an obstacle over. So far as we know the history of the Malabar Coast, shippers there have always had to pay extra freight because of the number of ports and the small quantity of cargo available from each port, and also the delay in loading.

You also indicate that the Clan-Ellerman Line have been carrying freight from the East Coast at half the rates they have charged from the West Coast ports. This looks a very serious matter, but we do not think that there is any truth in it whatever, although, owing to fighting conditions on the East Coast it

is quite true that on several occasions low freight for certain parcels have been taken there. It has, however, to be pointed out that the rates of freight which have been taken in defending the East Coast Berth against casual opposition are rates of freight which are utterly unpayable and at the best are conditions which are only temporary, and they are conditions which are as unfortunate for the Merchants generally as they are for the shipowners. The same thing has happened in the case of America. Owing to the extra ordinary conditions for trading just now, all sorts of steamers coming from the Far East have attempted to fill up on the Malabar Coast for America and these conditions which again are only very temporary, have obliged us to cut rates for America in order to keep our berth. We have knowledge that shippers appreciate the fact that they are getting regular monthly opportunities of shipment to America by the Clan-Ellerman steamers and for that reason we are pleased to say that the bulk of the shippers have stood by our service, and in view of the risk we have taken in running this direct monthly service it says very little for the shippers on the Malabar Coast if they take advantage of such casual steamers coming in and taking what are practically ballast rates in order to fill up their vessels. Under ordinary conditions these steamers would not have touched the Malabar Coast but for the fact that they were unable to get anything like complete cargoes in the Far East.

Your comparison also of Marseilles has evidently been made before the alteration was made in the rates for Marseilles, and which alteration was made on the matter being represented to us by our shippers.

We have already indicated to you that it is open to our shippers at any time to represent to us if they are at any disadvantage through the freight arrangements we have made from the Malabar Coast, but we scarcely think it is entirely suitable to arrange Freight Tariffs through the Chamber of Commerce.

Enhancement of Stamp Department.

From the COLLECTOR of MALABAR, CALICUT, to CHAMBER,

dated 27th March, 1922.

An extract from the reference of the Board of Revenue, Madras, C. R. No. 365 Mis. of 1922, dated 18th March, 1922, is enclosed. Kindly favour me with the views of the Chamber at a very early date.

Extract from the Reference of the Board of Revenue, Madras, C. R. No. 365 Mis. of 1922, dated 18th March, 1922.

With a view to increase the Revenue of the Presidency the Legislative Council has just passed the Madras Stamp (Amendment) Act, 1922. The Stamp duties which the Act imposes involve generally an increase of 50 per cent. over the existing rates on certain instruments covered by the Indian Stamp Act 11 of 1899. The question of the enhancement of the existing rates of Stamp

duty on the instruments specified below has been reserved for Imperial Legislation and excluded from the scope of the Act:—Acknowledgment (No. 1) Bill of Exchange (No. 13) Share Certificate (No. 19) Cheque (No. 21) Delivery Order in respect of Goods (No. 28) Letter of Allotment of Shares (No. 36) Letter of Credit (No. 37) Policy of Insurance (No. 47) Promissory Note (No. 49) Proxy (No. 52) Receipt (No. 53) and Shipping Order (No. 60).

It will be observed that, though the above list does not exactly correspond to the list of instruments for which unified stamps are permitted, yet it covers the most important of such instruments. The Government of India invite the views of the local Government on the question whether any, and if so, which, of these instruments can bear an enhancement of the existing rates of duty and to what extent. The Collectors of Vizagapatam, Godavari, Tanjore, Tinnevelly and Malabar are requested to offer their views on the subject, at a very early date, after consulting the local Chamber of Commerce, both European and Indian.

* * * * *

From CHAMBER, to the COLLECTOR of MALABAR, CALICUT,

dated 1st April, 1922.

With reference to your letter Ref. No. 2751/A-3/22 of the 27th ultimo, I am directed to say that this Chamber is strongly opposed to any enhancement of Stamp fees as it would, in their opinion, be a further impediment to trade and further more they consider that the enhancement of Stamp Duty on such instruments as Bills of Exchange, Cheques, Promissory Notes, etc., would gravely retard the development of Banking Institutions in this country.

Rate of Exchange for past due Bills drawn in Foreign Currencies.

From the ASSOCIATED CHAMBERS of COMMERCE of INDIA and CEYLON, CALCUTTA, to CHAMBER, *dated 4th April*, 1922.

I am directed to submit to you, for an expression of opinion from your Chamber, the attached copy of a letter (and its enclosure) No. 1141-1922, dated 3rd April, 1922, from the Bengal Chamber of Commerce, on this subject.

Copy of letter No. 1141-1922, dated 3rd April, 1922, from the Bengal Chamber of Commerce to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to invite the attention of your Association to the following letter dated 22nd March, 1922, from the Bombay Exchange Banks' Association, to the Exchange Bank Association, Calcutta.

This question has been before our local Association for some time past and in view of the recent decision given in the Courts here in the case of *Muller Maclean & Co., Ltd.* vs. *Kaderbhoy Mulla Esmailji.* (A report of which appears in the enclosed cutting from the "Times of India") in which judgment was given at the rate of exchange ruling on the date of the maturity of the bill, not as of date of judgment or payment, our Association is of opinion that it would be well for the Exchange Banks to move Government through the Chambers of Commerce to get the law amended and have it clearly laid down that bills drawn in foreign currencies shall be payable at the rate of exchange ruling on the date of actual payment.

> "They are of opinion that this could be most easily effected by the "passing of a special Ordinance on the lines of that recently passed in "the Colony of 'Hongkong entitled Hongkong Bill of Exchange Ordin-"ance, 1921' copy of which is enclosed.
>
> "The Muller Maclean judgment is evidently based on the law of contracts "there being nothing in our Bills of Exchange Act to cover the point at "issue."
>
> "We shall be glad to know whether your Association are prepared to "take action in this matter, in which case, will you please address your "Chamber on the subject and advise us what has been done when we "will request our local Chamber to give its support to your recommen-"dations."

2. I am to suggest for the consideration of the Association that the views of its Members on the point raised in this letter be ascertained; and that thereafter, if the Chambers agree, the Government of India should be asked to legislate on the lines of the Hongkong Bill of Exchange Ordinance, 1921.

This Ordinance reads as follows:—

> "Where a bill is drawn out of but payable in this Colony, and the sum "payable is not expressed in the currency of this Colony, the amount of "the bill, if paid in this Colony and in the currency of this Colony, shall, "in the absence of any express stipulation, be calculated according to "the rate of exchange for sight drafts in this Colony *on the day on* "*which the bill is actually paid.*"

3. A brief report of the case in the Bombay High Court, *Muller Maclean & Co., Ltd.* vs. *Kaderbhoy Mulla Esmailji* is enclosed for the information of the Chambers.

HIGH COURT.

ORIGINAL SIDE

(Before the Honourable Mr. Justice Marten).

Muller Maclean & Co., Ltd. ... ... (*Plaintiffs*).

versus

Messrs. Kaderbhoy Mulla Esmailji ... ... (*Defendants*).

Foreign Currency Exchange.

" The plaintiffs brought this suit as drawers against the defendants as acceptors of two foreign bills of exchange, dated 2nd July and 8th September, 1920, respectively. Both the bills were drawn in New York, one being a dollar draft and the other a sterling draft. They were payable at 30 days sight, draft to be paid at current rate for Bank Demand draft at date of payment, with interest added at 8 per cent. per annum from date to approximate date of returns reaching New York." The first bill was accepted on 4th August, and its due date was 7th September, 1920, 6th September, being a holiday. The second bill was accepted on 12th October, and its due date was 15th November, 14th being a Sunday. Both bills were unpaid at maturity.

The only substantial point in the case was as to the amount in rupees for which the plaintiffs were entitled to judgment on the drafts.

Mr. Campbell with Mr. O'Gorman appeared for the plaintiffs, Mr. J. D. Dayar with Mr. B. J. Desai appeared for the defendants.

His Lordship in the course of his judgment remarked that the case raised an important point as to whether in a suit upon a dishonoured foreign draft drawn in a foreign currency, the rate of exchange to be adopted should be rate at the due date of payment, or the rate at the date of judgment? The amounts payable on the two drafts had to be converted into rupees, because the Court could not give judgment for sums in a foreign currency. The plaintiffs had contended that the words " date of payment " meant the date of actual payment and that as the moneys had never been paid, the Court ought to do the next best thing and treat the date of judgment as the date of payment under the bill. In the ordinary course of the business, his Lordship proceeded, bills of exchange were drawn on the assumption that they would be paid at the due date, and not dishonoured. The due date of payment, was, indeed, one of the most important parts of the bill. If the bills were not paid at the due date the compensation to which the drawer would be entitled under Section 32 under the Negotiable Instruments Act, would be, under Section 117, " the amount due upon the instrument together with the expenses properly incurred in presenting, noting and protesting it." *Prima facie*, therefore, the words " date of payment," must be construed as referring to the date which all parties contemplated as the date of payment, *viz.*, the maturity of the bill. To hold otherwise would be to introduce an element of uncertainty into the bill. The Negotiable Instruments Act did not expressly meet the point, and so one had to turn to English authorities. These quite clearly showed that the rate of

exchange was calculated at the date of dishonour, and that that was the settled practice in the principal European money markets as long ago as 1860. His Lordship then proceeded to refer to and cite the judgment of *Mr. Justice Byles in Suse* vs. *Pompe*, S. C. B. (N. S.) 539, and other English authorities. The result of these authorities was clear. Exchange must be calculated at the date of breach or default, and not at the date of the writ or date of judgment. His Lordship accordingly held, that the rate of exchange ought to be calculated as at the dates of dishonour.

From CHAMBER, to the SECRETARY, ASSOCIATED CHAMBERS of COMMERCE of INDIA and CEYLON, CALCUTTA, *dated 21st April*, 1922.

I am instructed to acknowledge receipt of your letter No. 328-A.C., dated 4th instant, with papers attached and to record for your information the following resolution which was passed at a meeting held yesterday.

> "That this Chamber is of opinion that bills drawn abroad and payable "in India in the currency of the country of origin, which have been "dishonoured by non-payment at maturity, should be paid at the rate of "exchange ruling on actual date of payment and not at the rate ruling "on date of maturity."

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