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SEP. C. P. Rameswamy Aiyar, K.C.I.E.

(THE NEW DEWANI)



Sir C. P. Ramaswamy Aiyar, K.C.I.E.

(THE NEW DEWAN)



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THE NEW DEWAN OF TRAVANCORE

THE news of Sir C. P. Ramaswamy Aiyar's appointment as the Dewan of Travancore, has been received with great satisfaction, approval and rejoicing on all sides. This appointment is one more instance of His Highness The Maharaja's great solicitude for the welfare and happiness of His Highness's loyal and devoted subjects.

Sir Ramaswamy Aiyar's wide experience, international reputation and brilliant attainments coupled with his intimate knowledge of this State, are sure to be greatly helpful in solving the several difficult problems of this State that await solution. His loyalty and devotion to His Highness The Maharaja and his great interest in the advancement of this country are illustrated in the following statement he has made to the press: "My responsibility is greatly lightened by the realisation that in H.H. The Maharaja of Travancore there is a ruler who, though young in years, has

devoted himself with selfless devotion in the interests of his subjects.....His Highness is constantly thinking of schemes to improve the social and economic status of the country. It is in the hope that I shall be of assistance to His Highness not only in the solution of constitutional and federal problems but also in the matter of social and economic progress in the State that I have undertaken the task."

The Travancore Government are keenly interested in the industrial development of this State as will be evident from the several schemes initiated during the last four years. At this stage when the country is facing great problems, such as depression in the coconut industry, agricultural indebtedness, industrialisation of the State with the development of Pallivasal power and the participation in the Indian Federation, it needs the guidance of a Dewan of Sir C. P. Ramaswamy Aiyar's ability, experience

and statesmanship to pilot the affairs of the State successfully.

In his inspiring message to the first number of this Review in August, 1934, Sir C. P. Ramaswamy Aiyar stated as follows:— "Notwithstanding the present economic depression or perhaps for that very reason it is essential to formulate and carry to fruition a carefully planned scheme for the industrial and economic regeneration of the country and Travan-

core especially stands in need of such a programme." No better ideal could be placed before the country by any Dewan.

We feel quite confident that the people of Travancore will find in Sir C. P. Ramaswamy Aiyar a trusted friend and a great administrator who will steer the ship of State, under the guidance of Providence to a haven of great commercial and industrial prosperity and all round happiness.

The Sri Chithira Exhibition, 1936

WE are glad to announce that an All India Exhibition will be held in Trivandrum during the celebrations of the birthday of His Highness The Maharaja of Travancore. The Exhibition will commence at 8 A.M. on Wednesday the 11th November and will remain open from 8 A.M. to 12 noon and again from 2 P.M. till 9 P. M. daily till the 1st of December, 1936.

The Exhibition is intended primarily to enable people to understand the nature and extent of the actual and potential resources of the State and to consider how best they can be utilised and developed. While advertising and popularising the existing industries, this will also encourage all active and prospective industrialists, manufacturers, artisans and others to emulate, by comparison and study, their brethren elsewhere so that the pace of economic progress in the State may be further accelerated.

The Exhibition will be in the hands of a large and responsible Committee composed of leading officials and non-officials and will be conducted on up-to-date lines with Government co-operation. The Exhibition will be held in the spacious grounds to the east of the Public Offices, Trivandrum.

The Exhibition grounds are centrally situated, in close proximity to the Post and Telegraph Office, the Imperial Bank of India and other Banks, and is within a mile from the Trivandrum Central Station.

The Exhibition authorities have also arranged with all the Railway Companies in India to provide concession in the transport of exhibits to the Exhibition.

Every arrangement is made to provide all necessary facilities of separate accommodation for all kinds of exhibits, agricultural, industrial, arts, educational, etc. All the stalls and the whole exhibition grounds will be electrically lit and all sanitary and hygienic arrangements are also provided. Arrangements for providing refreshments, Indian and European, have also been made. Police *Bandhovast*, medical aid, fire protection, etc., are also provided. Particulars regarding rents of stalls, etc., and other detailed information may be had from the Convener, The Sri Chithira Exhibition, Trivandrum.

The Exhibition promises to be one of the best held in recent years in India and is likely to attract thousands of visitors from all parts of India. We congratulate the organisers on their laudable attempt and wish them every success.

The State Aided Bank of Travancore Ltd.

WE publish elsewhere in this issue a copy of the summary of the proceedings of an ordinary general meeting of the Bank held on 11th September 1936, sent to us for publication. An amicable settlement of the differences between the Government and Directors has been brought about as the meeting has accepted and confirmed the proposals of Government in regard to the future conduct of the business of the Bank. It can therefore be confidently hoped that Government will hereafter be pleased to extend to the Bank all necessary and reasonable support.

The appreciable rise in the value of the

shares of the Bank from about Rs. 6/- to about Rs. 16/- (at the time of writing) within the short space of about 10 days is a clear indication of the return of public confidence in the affairs of the Bank. The press communique issued by the Government of Travancore in this connection under date 20th September, 1936, ought to certainly reassure the public about the happy relations that now exist between the Government and the new Directorate. We sincerely wish and hope that this institution will soon be able to occupy an important position among the banking institutions of the country.

NOTES & COMMENTS

INDIAN INDUSTRIES & PROTECTION

"THE real growth of industry in India is not possible without effective tariff protection. Though protection has been given in a number of cases, it is not enough. If it is to be effective, it should be given in time and for a longer period and on a more liberal scale." So said Mr. P. Subbarama Chetty, M.L.C., president of the Mysore Chamber of Commerce in his presidential address at the annual meeting of the Chamber held recently in Bangalore. The commercial community in the country, no doubt, view the measure of protection granted in respect of several industries as meagre and quite inadequate since the import duty in such cases has not been able to effectively check the growth of foreign imports. This is doubtless true in the case of the Indian Textile Industry, the Silk Industry of Mysore and the Coconut

Industry of South India (Malabar). He also pointed out how the lack of effective protection has led to the ruin of the silk industry in Mysore. This is, of course, true in the case of the coconut industry of South India also.

The Government of Cochin, it is understood, have submitted to the Government of India a definite scheme for the protection of the coconut industry of Malabar. The scheme aims at constituting a Coconut Board for India and Ceylon on the lines of the Tea Cess Committee with sanction to standardise the prices of coconut and its products both in India and Ceylon and also to collect a cess on the coconut palm with a view to carry on propaganda work for strengthening the existing markets and to explore new ones. The scheme is now under the consideration of the Government of India.

INDIAN RAILWAY ADMINISTRATION

The following extracts from the address of Mr. P. Subbarama Chetty will certainly be of great interest to commercial men in the country. "The financial position of the railways in India continues to be unsatisfactory and as suggested by Sir Otto Niemeyer, there is urgent need for the early establishment of effective co-ordination between the various modes of transport and a thorough-going overhaul of railway expenditure."

The railways should also improve the nature and quality of their services and make them equal to the services obtained in western countries. Indian railways lag behind British and foreign railways in the measures they have taken to meet motor transport competition and to improve the efficiency of their services to the public. At a time of acute trade depression and fall in commodity prices like the present one, the railways of other countries have stimulated traffic by substantial reduction in rates and have thus been able to increase their revenues.

"In France, Germany and every other European country and in the United States of America rates have been reduced and exceptional rates quoted for developing traffic. It is unfortunate that Indian railways continue to be obsessed with the notion of increasing the rates. Their recent proposal to alter the classification of some basic commodities so as to bring them under higher classes is neither to their interests nor to the interests of the commerce of the country."

Will the railway systems in India profit by the experiences of other countries and follow a sound policy of substantial reduction in rates in this country? Another important point that

should engage the serious attention of the railways in India is the introduction of the so-called "pick up and deliver services" at terminal stations at very low rates. This will, to a very great extent, prevent the diversion of traffic to road vehicles, motor transport, etc.

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AGRICULTURAL DEBT RELIEF IN MYSORE

The Mysore Agriculturists' Relief Committee, has, it is stated, estimated the agricultural indebtedness of Mysore at Rs. 35 crores. Several schemes for the relief of rural indebtedness have been introduced by the Government of Mysore, important among them being the 'Co-operative Land Mortgage Credit Scheme'. 'Debt Conciliation Bill' has also been introduced and it is now before the Legislative Assembly of the State.

The president of the Mysore Chamber of Commerce referring to the agricultural relief in the State remarked in his address: "The revival of trade in the country depends upon agricultural prosperity. The commercial classes will, I have no doubt, accord their full sympathy and support to all reasonable measures for relief of rural indebtedness and for promoting rural prosperity. The mere formation of Debt Conciliation Boards cannot be expected to solve the problem of rural indebtedness. Nor can the introduction of legislation placing undue restrictions on private money lenders prove of any great value and utility. The problem to-day is how to improve the staying power of the agriculturist. Effective means must no doubt be found to provide reasonable credit facilities for the rural population....Agriculture should be made more remunerative by better farming and by better marketing."

Travancore which is also having before its Legislature a similar Bill for the relief of the agriculturists of the State may well consider the above observations before passing the third reading.

INDIA & TRADE AGREEMENTS

The details of a revised trade agreement between India and Great Britain are now under the consideration of the Government of India. The Government of India have invited the views and suggestions of commercial bodies in the country. They have also appointed seven non-officials to advise Government on the lines on which the proposed agreement should be drafted. It is noteworthy that in the selection of such advisers the Government of India should have completely ignored the interests of the Indian States. There is not even one to represent the Indian States in the deliberations preceeding the drafting of the revised agreement. The president of the Mysore Chamber of Commerce refers to this omission in his address in the following terms:— "The proposed agreement affects vitally the trade of the Indian States and it is but fair that representatives of these interests should have the opportunity of placing their points of views before the Government." He has also pointed out that India has the largest volume of trade with the United Kingdom as a single country, and stresses the necessity of maintaining the trade relations in a spirit of co-operation and amity. The following recommendations are put forward by the president of the Mysore Chamber. "India, possessing a high degree of economic unity and enjoying modern facilities for communication and transport and having plentiful



Mr. K. M. EAPEN, M. A., B. L.,

Secretary, The Travancore National Bank Ltd., Alleppey, who has recently left for Europe to study banking conditions in the West.

supplies of raw materials needed for her major industries—cotton, jute, iron ore etc.,—should have sufficient facilities for increased industrialisation. The flow of capital into industries is growing and India is developing a balanced economy like the United States of America. It is slowly but steadily becoming self-sufficient as regards food-stuffs, primary minerals and industrial products with a home market ready for manufacture. The standard of living of the people of India should be substantially increased which depends on the increasing quantities of export of her products, both agricultural and industrial products."

SHIPPING INDUSTRY IN INDIA

It is gratifying to note that for the first time in Indian shipping industry an attempt has now been made to introduce ocean service between Europe and India. A new company has been started under the name of 'Hindline Steam Navigation Co., Ltd.,' with an authorised capital of 10 crores of rupees. It is proposed by the company to inaugurate the first Indian passenger steamer service between Europe and India. It is also understood that the Government of India are being approached by the company with a view to get the necessary assistance in respect of the Government guarantee usually accorded to enterprises started in India to promote transport and communication. To start with, the company will begin service with two boats, of over 22,000 tons each. These steamers will be provided with all the latest improvements and modern comforts. Separate arrangements are also to be made for Indian and European orchestra and Indian and European kitchen. The crew will be Indian. This is the first venture of its kind and should naturally receive the co-operation and support of all interested in the shipping of this country. It can be fervently hoped that this attempt will be crowned with success.

SCHEME TO ENCOURAGE EMPLOYEES

With a view to encourage all employees to take a greater interest not only in their respective duties but also in the more general problems affecting the company or the firm as a whole, a new scheme called the 'Company Suggestion Scheme' is being tried with successful results in England. According to the scheme the employees are privileged to submit to the employer constructive

suggestions for the improvement of either the particular portion of work entrusted to him or of the working of the whole concern. Awards are often given to such of the employees who present sound and workable suggestions. This new method of encouraging the employees may well appeal to several businessmen and business houses and could be tried with advantage.

TARIFF BOARD & DISCRIMINATORY PROTECTION

The abandonment of the Tariff Board by the Government of India is viewed by a large section of responsible Indian public opinion as marking a departure in the Government's policy of protection. At the same time the fact remains that the levy of protective tariff is no negligible source of the Government's revenues, and that the Government of India cannot easily and safely abandon a policy of protection under existing conditions of Government's finances. To argue that the continuance of the Tariff Board will encourage 'all and sundry' to take advantage of the protective policy pursued by Government is not entirely correct.

The argument adduced in certain quarters against the policy of protection, viz., that certain industries capable of producing only a fraction of the demand are protected, and that in certain cases protection is extended to some industries which are non-existent and are only under contemplation, cannot but be refuted in the real interests of the country. Protection is needed only when the industry is in its infant stages and when it is really struggling to increase its productivity compatible with the demand. If the industry is capable of supplying the needs of the country to an appreciable extent, the need for protection is not very great.

The plea that is often advanced by interested sections that the consumer is made to pay heavily for his necessities on account of the protective policy is no sound argument against the policy of protection. The consumer's burden should and could be reduced a great deal if the Governments adopt the policy of protection to the full advantage.

In countries like Canada, Australia, England, U. S. A. and Japan a large portion of the amounts realised as protective duties is paid over to the industries concerned as subsidies so much so the local products are sold at the same prices as the imported, if not less. In that case the complaint that the consumer is taxed heavily and is not deriving any real benefits out of the protection granted by Government will have no meaning. It is therefore the essential duty of the Government of India to enforce the policy of protection, of course using discrimination wherever it is really needed, and to improve upon it by granting adequate subsidies to the industries so as to enable the latter to produce and supply articles at fairly competitive prices so as to relieve the burden of the consumer as far as possible.

THE STATE AIDED BANK OF TRAVANCORE LTD.

The Ordinary General Meeting of the Shareholders of the State Aided Bank of Travancore Ltd., Alleppey, was held at Alleppey on Friday the 11th September, 1936 at 2.30 P.M. and Mr. K.C. Pandalai, B. Sc. presided on the occasion.

After the notice for the meeting was read by the Manager, the Chairman read the letter of Dr. Krishnan Pandalai (Retired Judge of Madras High Court) to the Board of Directors, which outlined the terms of the tentative arrangements come to between the Government and himself on behalf of the shareholders and the Meeting unanimously accepted and confirmed the said arrangements by virtue of which "the relations of the Government with the Directors have been restored to their normal and cordial character

and the public may count upon the Government support for the Bank in all reasonable ways."

The Meeting then placed on record their gratitude to H. H. The Maharaja of Travancore and His Highness's Government for the considerate and generous manner in which the temporary breach in the happy relations between them and the Directors has been closed and the hope

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that the same feelings will continue in Government's future dealings with the Bank.

The Meeting also adopted unanimously a resolution recording their sincere gratitude to Nawab Sir Mohamad Habibullah and Dr. Krishnan Pandalai for their good offices in effecting a peaceful and amicable settlement of the various matters in dispute between the Directors and Government.

The Chairman then moved the adoption of the reports of the Directors and audited Statements of Accounts of the Bank for the year ended 31st December, 1936, which was unanimously carried.

A dividend at the rate of 2% was declared and passed.

Rao Sahib Udarasiromani T. Padmanabha Rao (Retired Anchal Superintendent, Trivandrum), Rajasabhabhushana K. Chandy (Retired Member of Council, Mysore), Malloor K. Govinda Pillai (Retired Principal of Law College, Trivandrum), and Sulaiman Haji Yusuff Sait (Merchant, Bangalore) were elected as Directors of the Bank, and Messrs. Fraser & Ross, and K. I. Eapen were appointed as the Auditors for the year 1936.

With a vote of thanks to the Chair proposed by Mr. Malloor K. Govinda Pillai and seconded by Mr. S. P. Sankara Iyer, the meeting dispersed at 4 P. M.

Modern Commerce & its Importance

(By M. L. Janardana Pillai, M. L. A.)

THE average businessman in our country seldom stops to consider the full significance of the term 'Modern Commerce' and its implications. The meaning of the word Commerce generally is "exchange of merchandise on a large scale." Individuals employed in this exchange of merchandise mostly as a means of livelihood are generally styled as traders. The ordinary conception of the term 'Commerce' is, as understood by the generality of people, nothing more than buying and selling—buying at a lower cost and selling at a higher price. But that alone is not commerce.

In olden days when modes of communication and transport facilities between the different parts of the world were very limited and scarce, when the wants of the people were very much confined to local production and supply, when the standard of living was considerably lower than

what it is today, when people were generally accustomed to be satisfied with whatever articles of food and clothing (the two necessities) that were available and within easy reach, commerce was no doubt a simple question of buying and selling. Even this buying and selling was based mostly on exchange of commodities in those days in the absence of the common purchasing tool—in other words the present day money. There were no imports worth the name. Exports too were very limited. No such great laws governed trade between countries as they do today. No tariff restrictions or quotas were in existence.

Time, the great leveller has brought about great changes—changes that could not have been dreamt of in the past. The world in which we live today is entirely different from the old world. It is becoming increasingly unified every day. Time and distance are no obstacles today in the international relations—commercial,

political and economic. No corner of the globe can escape being affected by the repercussions of world events today. No country however self-contained it might be, can manage to mould her own destinies without the reciprocal co-operation of other countries and nations. International relations have become so interdependent. Broader outlook, co-ordination of men, materials and money have become essential for national as well as international progress. Trade relations between countries are continually changing. That is but inevitable. The needs of the communities change according to varying conditions. Trade must serve communities and communities should not be expected to serve trade. So our methods of trade and commerce should be so modified as to adapt themselves to modern conditions and environments. The requirements of modern India are entirely different from those of older India. Yet, we are not adopting here in India the methods pursued by advanced countries to improve the conditions of our trade and commerce.

Countries industrially and commercially well advanced like Great Britain, U.S.A., France, Germany, etc., have protected their essential and key industries by a system of high tariffs. They have concluded several trade agreements with other countries and thus ensured markets for their manufactured articles. The United Kingdom, for example, depends mainly on imported food. She must also get almost all the necessary raw materials from abroad for her manufactures. To pay the large imports of food articles and raw materials Britain has got always to maintain at a very high level the productivity of her manufacturing industries and also to find a ready market for her finished products. This necessitated her having

recourse to tariffs and restrictions. U.S.A., though possessing a large internal market and having also extensive agricultural resources, has had to raise tariffs so as to protect her manufacturing industries and to keep up the high standard of living of her people. But the adoption of such a policy was more the outcome of their devotion to commerce and industry which are mainly responsible for their prosperity. Trade rules politics in those countries. In India, import duties are, as a rule, levied more for revenue purposes than for the protection of Indian industries. The protection that has been secured to some industries by the present import duties is meagre. It is here that the real significance of the term 'Commerce' should appeal to any Indian businessman. Securing suitable market for the products—agricultural and industrial—of the country, enlarging the scope of indigenous industries so as to enable the production to reach a higher level both in quality and quantity and adjusting the necessary imports in such a manner as to leave a substantial trade balance in favour of India are the essential things that should engage the attention of traders and trade organisations in India. Organising and regulating the trade of the country so as to provide fuller and more profitable employment to the men, materials and money of the land form the fundamentals of commerce proper—in its modern sense.

The trade organisations in existence in India are quite inadequate. There are only three trade commissioners (officials) outside India now to represent the trade and commerce of this country—one in London, another in Hamburg and a third in Milan. Within the country there is the Government of India's Commerce Department with a Director of Commercial Intelligence and Statistics whose main

function is collection of statistics. The remarkable progress achieved by countries like U. K., U. S. A., Canada, Japan, etc., is in no small measure due to the organised working of their trade organisations, both within and without. Canada, a very small country compared with India has as many as 34 Trade Commissioners in the principal centres of its foreign trade, while America is said to have about 60 Trade Commissioners and more than 300 representatives abroad to look after the interests of the trade of that country. Boards of Trade, Chambers of Commerce and other non-official trade organisations are always advising the Governments of those countries on the policies to be pursued in commercial matters and every privilege is extended to these institutions by the Governments concerned by means of Statutes, Conventions and Charters. In India, the number of such organisations, namely, Chambers of Commerce and Trade Associations, is so small and should be increased. All these organisations should work in close co-operation and harmony. They should be made to function properly and should be given access to all information in the possession of Government and should also be given all privileges similar to those granted to such bodies in the United Kingdom, America and other civilised countries.

But unfortunately the position in India is deplorable and is not in any way conducive to the successful working of trade organisations. In the words of Sir M. Visvesvaraya, "the average Indian is ill-fed, untrained, undisciplined, while nine-tenths or more of the total population of India is illiterate." There is no organisation to remedy this state of things, none to see that the enormous human energy in the country is mobilised and put to work. There should be some one

interested in the economic progress of the people, some agency to study their deficiencies and wants, some thinking centre to mould their thoughts and shape their future destinies. Within the past fifty years, countries like the United States of America, Canada, Japan and Sweden have worked tirelessly to develop their material resources, to stimulate industry and trade and to wrest wealth and power, in some cases, from very unpromising surroundings. The time has come in India for the existing Chambers of Commerce and similar institutions in the land to unite themselves more solidly and to put forth their combined efforts so as to ensure the commercial prosperity of this great continent. The experience of the countries named above should stimulate India to make a sincere attempt to build commercial life in this country.

The prosperity of a country depends more on the development of its commerce on proper lines than on anything else. Commercial prosperity brings on economic contentment. Economic contentment ensures political tranquillity. It is a matter of history that commercial and economic causes and considerations have ever been responsible for the great wars of the 16th, 17th, 18th, and 19th centuries. Even the Great War was really the result of commercial quarrels. The latest triumph of Italy over Abyssinia has been an open war fought for commercial aggression and aggrandisement. It is no use shutting one's eyes to real facts. Commercial considerations weigh more with the present day nations than anything else.

India should also realise the truth that commercial prosperity is the key to real political advancement and political power. The development of commerce should be placed in the fore-front of the country's national programme if real prosperity is

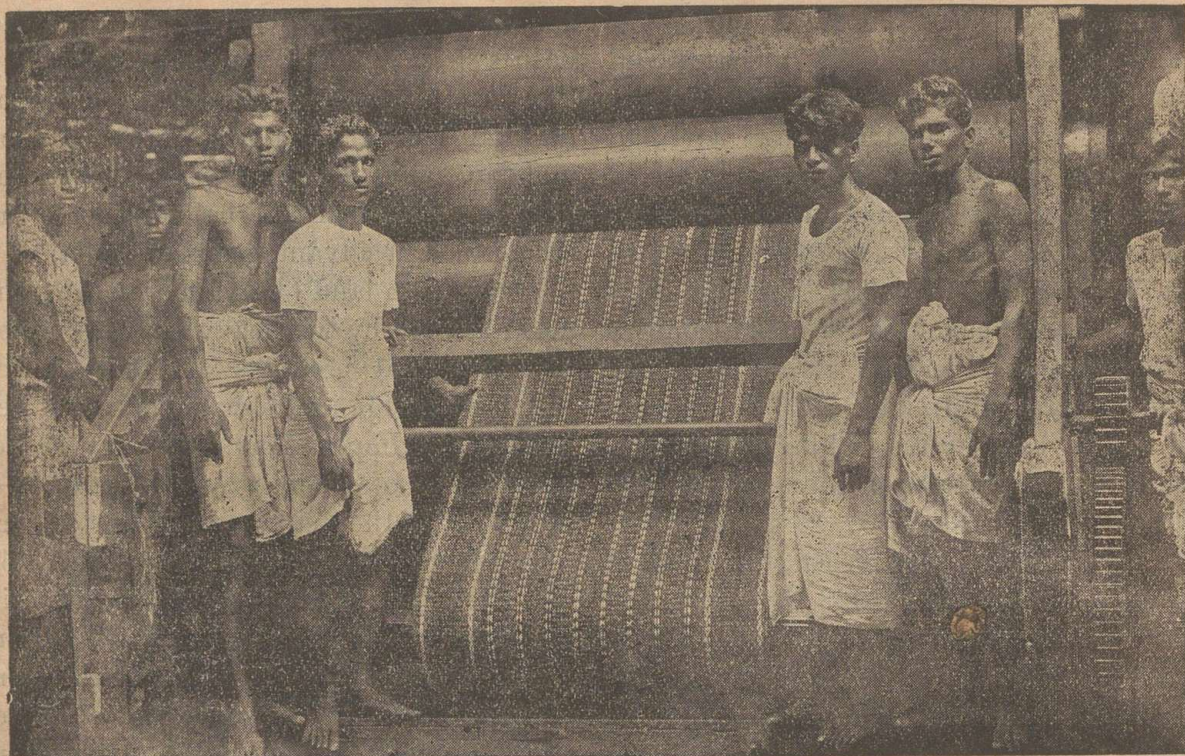
to come. The after effects of the Great War brought on untold miseries on nations. The depression that followed the war has crippled India's trade terribly. The value of the agricultural products of India which stood at more than Rs. 1,000 crores in 1928-29 fell to the low figure of Rs. 547 crores in 1933-34, thereby crippling the purchasing power of the country to the extent of nearly Rs. 500 crores. The total trade of India in 1929-30 amounted to Rs. 452 crores, while the present value of the total trade of India is estimated at a little over Rs. 300 crores only. As far as our State is concerned, the value of trade in 1104 M.E. (1928-29) amounted to more than 21 crores of rupees, while it was only Rs. 14 crores in 1109 M. E. (1933-34). Though there has been a little increase of about Rs. 2 crores in value in 1110 M. E. (1934-35) there is yet a huge gap of more than Rs. 5 crores to reach the pre-depression level.

Practically speaking, the income of India from overseas trade was halved during the last six years of depression, and the decline in her purchasing power was almost as great. But these disastrous effects were to a great extent mitigated by the large exports of gold from India which started soon after England went off the Gold Standard in 1931. But this was a suicidal policy. The enormous quantity of gold exported from this country since that date is estimated at more than 200 million pounds or roughly over 300 crores of rupees. It was only by this suicidal policy that India has been able to maintain a favourable trade balance during all these years of acute depression. But for this heavy export of gold which is rightly denounced in many quarters as an extra drain on the already impoverished people of the country, India would not have been able to meet her commitments

abroad. Further, there would have also been a heavy decrease in the currency circulation. At any rate, this policy of maintaining the country's trade balance and the country's credit by the export of gold reserves cannot be considered as wholesome or advantageous to India.

In our own land (Travancore) the situation created by the heavy fall in prices of agricultural products and the consequent shrinkage in the value of both her exports and imports has been very acute. The prices of coconut and its products—more or less the mainstay of agriculture here—have reached a very low level. So also the prices of pepper, ginger, turmeric and other spices which form a good part of the principal exports of the land. The coir industry and coir goods manufacture, the monopoly of the State, have also suffered much. There have been tremendous reductions in the prices of coir goods in foreign markets, in many cases exceeding even 50%. The value of the export of coir and coir manufactured goods through the ports of Alleppey and Cochin has fallen from over Rs. 2½ crores in 1929-30 to less than Rs. 1½ crores in 1933-34. The country has lost over a crore of rupees in this item alone.

Our main source of wealth is our export trade. This is entirely in the hands of non-Travancorean or more correctly non-Indian agencies. Organised action has to be taken immediately to see that the realised nett value of our Export trade is more than the nett value of our import trade. There is a fallacy in this position generally not understood. Recent experiences have brought to light that while quantities of our export items have been on the increase, the realised values have been lower comparatively. This is a sad state of affairs. Our export trade has greater chances of improvement if



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*Government would come forward to finance the export trade by means of State Guarantees.

On the whole the situation is very grave and calls for immediate attention of all traders and merchants in the country and the Government as well. Unless and until a strong policy of development is undertaken by the Government with the complete collaboration of Chambers of Commerce and other Trade Associations in the country, there seems to be no great prospect of a speedy and healthy trade revival. The trade organisations in the country should co-operate and form themselves into a federation and a well thought out and wisely planned policy of development, in consonance with modern ideas of trade and commerce which would suit present conditions of internal and external trade should be evolved and presented to Government for adoption.

Larger number of seats should be secured to represent commerce in both the Legislatures of the country. The present allotment in Travancore of two seats in each of the Houses—the Assembly and the State Council—is quite inadequate and could never afford proper representation to the real interests of the mercantile community of the country. Very often, the commercial interests are disregarded systematically and it is not surprising that it is so, when you observe that you have only two seats allotted for commerce against nearly 60 seats to represent other interests.

Steps should immediately be taken by the Chambers of Commerce in the State to impress upon Government the necessity of allotting a fairly adequate number of seats in the Travancore Legislative Assembly and the State Council so that they may possess more substantial voting strength. Further, it is a tragedy that

the representatives generally selected to represent commerce are, as a rule, men not in business and who have no sustained and common interest with their brother Commercial men.

A Department of Commerce on the lines of Boards of Trade in the West is also a supreme necessity. The Government should organise one without further delay and men of sound business experience possessing expert knowledge regarding the trade of the State and sufficiently well-informed about conditions of modern commerce in advanced countries should be selected by Government to help and guide the work of the Department of Commerce.

All this and more would be possible if only the industrialists and merchants of the State realise the great advantage of united action in all commercial matters. They should remember that it is by the unstinting co-operation and joint action of the industrialists and merchants of England, America, France, Germany and Japan, that all of them occupy such a supreme position in the international trade of the world. It is therefore not only an all Travancore, or for the matter of that, an All Kerala Federation of Chambers of Commerce that should be aimed at, but that the Federation should also be affiliated to the All India Federation of Commerce and Industries and this august body should be made so powerful as to wield sufficient influence in the counsels of the future Federal India. When this institution is enabled to work in complete co-operation and harmony with the Commerce Department of the Federal Government, the day would have dawned for the real development of our industries and commerce.

The solution of such grave problems as low prices of agricultural products,

unemployment, questions of restriction and protection and the like will then be easy of accomplishment. India (and within it Travancore also) with its vast natural resources and unlimited potentialities for development will then be able to enlarge her trade and industry satisfactorily.

The importance of the Indian market to the United Kingdom Trade (also to the World Trade) needs no comment. Even during these days of depression, India absorbs about 9% of the total exports to the United Kingdom. In spite of the tremendous fall in the purchasing power of India on account of the unprecedented depression in the prices of her agricultural products, India, among the nations of the world, still continues to be the best individual customer for the British manufactured goods. A commercially developed and industrially well advanced India will not only eradicate the evils of unemployment and depression in the land and ensure the economic prosperity of the country at large, but will also provide immense possibilities for the trade of the whole world.

India which has a population of more than seven times that of the United Kingdom and three times that of the United States of America should be able to produce articles and services commensurate with the country's large size and vast resources, if the people are only properly equipped with machinery and technical skill. Our industrialists and merchants should learn to combine and to work and transact business on modern

lines. The creation of a permanent central organisation to study the present economic conditions in India and especially in Travancore and investigate the needs of the country and to suggest remedies with the experiences of other countries is the main task that lies ahead of the Chambers of Commerce in the land, and I request that all the Chambers of Commerce in Travancore should combine at an early date. They should also see that industrialists and traders of any standing are all completely brought within the fold of one or other of our Chambers of Commerce.

(Speech delivered at the Annual Meeting of the Trivandrum Chamber of Commerce.)

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The Development of Indian Ports

By Sir Charles Stuart-Williams

(*Late Chairman, Calcutta Port Commissioners*)

IT will readily be realised by those whom

I am addressing this afternoon that there can have been few occasions in the history of India when the analysis of facts has been more difficult and the prediction of future tendencies more liable to error than the present day. In the first place, there is the aftermath—we hope this is a correct description—of the great international trade depression which—so far as India is concerned—commenced in the financial year 1930—31 and which even now gives us figures for India's overseas trade barely one-half of those of 1929—30. Figures of present-day trade are thus of doubtful value and especially so since they are stated in terms not of quantity but of value and are thus affected, though in a compensatory direction, by the marked decline in values which forms a necessary concomitant of any trade depression. Again, as regards the future, we must take into account the important constitutional change represented by the Act of 1935 which is to come into full effect from the beginning of next year, a change which covers not only a great transfer of power and responsibility from England to India but also—which seems to me of even greater moment—the initiation of democratic control under conditions never before contemplated, and this at a time when democratic ideas and ideals are in some parts of the world struggling for their very existence. Inferences which under different conditions might be attempted with some assurance are to-day dangerous and unreliable. Consequently,

I shall avoid, so far as possible, reliance on statistics and confine myself to an endeavour to bring out certain salient facts in their broader aspects and to draw such general inferences as seem reasonably assured.

The word "development" necessarily connotes, I think, the progressive realization of a policy aiming at certain ideals, or at least definite types, of achievement, and it is of some importance therefore to attempt a brief summary of what is generally understood by port development.

In bygone centuries, when neither steam nor internal-combustion engines were available, the primary concern of a ship and her crew was the safe conclusion of her voyage, and the primal attribute of a port was correspondingly that of a safe harbour—giving protection from the danger of dragging anchors and a lee shore—while the cost and speed of the handling of cargo was a secondary consideration. But with the progress of invention and the growth of the science of navigation, safe and punctual voyages became the rule and disaster the exception; concomitantly, there occurred a similar change in the conception of a port; physical characteristics became of less importance and economic considerations of constantly greater moment. The harbour gave way to the port; the handling of cargo was regarded not so much from the standpoint of safety as from that of economy and despatch—a tendency which rapidly developed as it became possible to transport commodities of lower and lower values at some profit.

At the same time, the safety of vessels remains a great and important factor, and at all times ports have owed, if not the

fact, certainly the method of their development to its recognition. Thus, when the construction of the first dock system in Calcutta—the Kidderpore Docks—was mooted, it was largely as a result of the damage done in the cyclone of 1864, when the P. & O. Company alone incurred damage to the extent of over £100,000—a large sum expressed in the tonnage of those days—that wet docks were preferred to riverside jetties.

A modern port is in effect an important junction or point of transfer in overseas trade, either for a further voyage or to land transport—more particularly of course by rail, but also by inland water channels, whether natural or artificial, and now by road to a constantly increasing extent. The units of transport concerned, *viz.*, ocean-going ships, are much larger than the units of land transport, and the quantities of goods conveyed in them may thus make exceptional demands on the landward side, but, more than that, the goods conveyed change the whole nature and method of their transport; they may, and often do, change their ownership, with all the consequential complication of damage claims, disputed ownership and storage facilities; finally, they may—and often do—pass from one country to another and are then subject to control from several motives, economic, political or strategic.

The chief items of the necessary facilities and accommodation may be very briefly enumerated. There is first the safe entry of the vessel and her prompt berthing without damage—a service often involving the greatest skill and care and, therefore, now undertaken in all large ports by a local staff of pilots and harbour-masters familiar by training and experience with the channels, prevailing winds and currents, varying depths and other considerations; and there are, of

course, similar services on the vessel's exit. Next, the provision not merely of berthing accommodation, but also of ample transit shed and warehouse space, suitable cranes or other apparatus, water, and bunkers, whether coal or oil; of adequate railway facilities and good provision for the access of road vehicles. Also, the presence of an ample labour force possessing the requisite skill and experience, of victualling facilities, hospital accommodation, means of recreation, and all the other ancillary services and trades which attend the voyages of large modern vessels. If, out of the facilities mentioned, there is one which more than another may be taken as the real test or criterion of a modern port, it is its ability to provide vessels with deep-water berths equipped with cranes, sheds, and railway facilities, and the number of such berths is a fair test of the port's traffic capacity.

Behind all this there must necessarily be a large, well-trained and costly organization and in the case of modern ports, there are certain special features, of which two may be mentioned.

The first is the necessity of providing for a demand which fluctuates widely with the state of trade, in other words, of providing accommodation for a number of vessels which may vary by as much as 50 per cent. in comparatively short periods. In addition to normal variations which may be foreseen by anyone conversant with general trade conditions, there are cases where suddenly a profitable trade opportunity occurs and is promptly seized by some enterprising firm. I will give one example: in Calcutta there is a group of flour mills, mostly milling wheat for local consumption; these mills were supplied by wheat grown in the United Provinces and the Punjab, and sent down by rail. Suddenly the price of Indian wheat rose

while that of Australian wheat fell to an unusually low price. As a result, a vessel is signalled from the Sandheads without any notice or advice bringing in Australian wheat in thousands of tons for which immediate accommodation is expected, and for some time a considerable trade running into many thousands of tons is offered and suitably accommodated. No modern port would be happy if it could not deal with such emergent offers of trade.

The second point is the difficulty and expense of port development and the length of time taken in its execution. Each case presents different physical conditions and these need to be fitted, so to speak, to differing economic circumstances. Since the cost is always high, much consideration and deliberation is called for; and since experts sometimes differ, and engineering experts certainly no less than others, this takes time and the administration often has to decide between varying expert opinion. The engineering "possible" must be grafted on to the economic "desirable," and the results attuned to the financial possibilities of the case. Even when plans are matured and finally settled, the mere execution of the work will involve years of strenuous endeavour, the overcoming of many unforeseen difficulties, with a possible disaster always looming in the background, before success is achieved and the accommodation which has been the cause of so much human endeavour is available for a trade, which may then perhaps have declined or failed to develop as expected.

But this is not all. I referred briefly a little time ago to the fact that goods frequently pass from one country to another when they reach a port, and of course must do so in all cases of international trade. The ports are thus the gateways of the country and, being limited in area

and easily guarded, give exceptional possibilities of control. This control is of three possible kinds: (a) tax-earning control—in other words, customs, (b) protective control, *i.e.*, the levy of taxes designed to prevent or lessen imports in the interests of local production or manufacture, and, lastly, (c) strategic control, such as the restriction on arms, ammunition, etc.

With the last I am not concerned and merely mention it as a factor, fortunately, of no great economic importance. But the two other controls are important and serious. It is obvious that all import and export duties hamper trade, though economists hold that an export duty on a strict monopoly of a more or less indispensable character may be passed on to the consumer with small loss in trade. Revenue-earning customs duties on a high scale—and some of India's duties are enormous—are a serious handicap; fifty per cent. on household necessities which cannot be made in India is hardly calculated to encourage trade or indeed to produce revenue. Such duties reduce import trade and inevitably have repercussions on the country's export trade also. Their full and ultimate effect is rarely foreseen and is in some measure incalculable, since there is no one to voice the real result to the mass of consumers. Again, the very necessity of secrecy before the announcement of any such changes makes them as convenient to the Finance Minister as they are momentous to overseas trade. As to the present policy of "economic nationalism," now so prevalent and not least in India, this also affects not merely the trade in the commodities primarily concerned, but in those which balance the protected trade and even beyond, while committing the country concerned to a policy exceedingly difficult to modify in the light of experience, whatever the total

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results may prove to be. Moreover, the loss of income from goods, formerly imported but now subjected to prohibitive duties, makes the collection of an adequate sum from the remaining items of the country's import trade a matter of increasing difficulty, and when—as in the case of India—the customs revenue is by far the most important factor in the national budget, this is a serious consideration.

From both classes of duty, the administration of a port is thus exposed to the risk of changes which may materially reduce or modify a trade carefully nurtured for years and for which elaborate and expensive accommodation has been provided.

The administrative position in regard to ports as it now exists is peculiar. In most countries, I think, the supervision of port work rests either in the federal or the constituent State government. In India it vests in the central government for the "major" ports, which to obtain that status must handle a certain specified volume of trade and be administered by an *ad hoc* authority, while, for the less important places, it vests either in the provincial government or in that of an Indian State. The arguments for centralizing the administration of the larger ports are weighty and I think conclusive.

They are, briefly, the international connections of such places, which include matters of quarantine and labour regulation, applicable to ships of all nations and trade from all over the world; secondly, the vital connection with the railway system, which is centrally administered and the fortunes of which are an important factor in the Federal Budget. At the same time the desirability of retaining the local bodies which have for years successfully administered these ports can hardly be over-stated. I shall refer to this question a little later.

The Major Ports

The following are the major ports in order from the west: Karachi, Bombay, Madras, Vizagapatam, Calcutta and Chittagong, while Rangoon is at present recognized as an Indian major port, about to be transferred to the independent State of Burma.

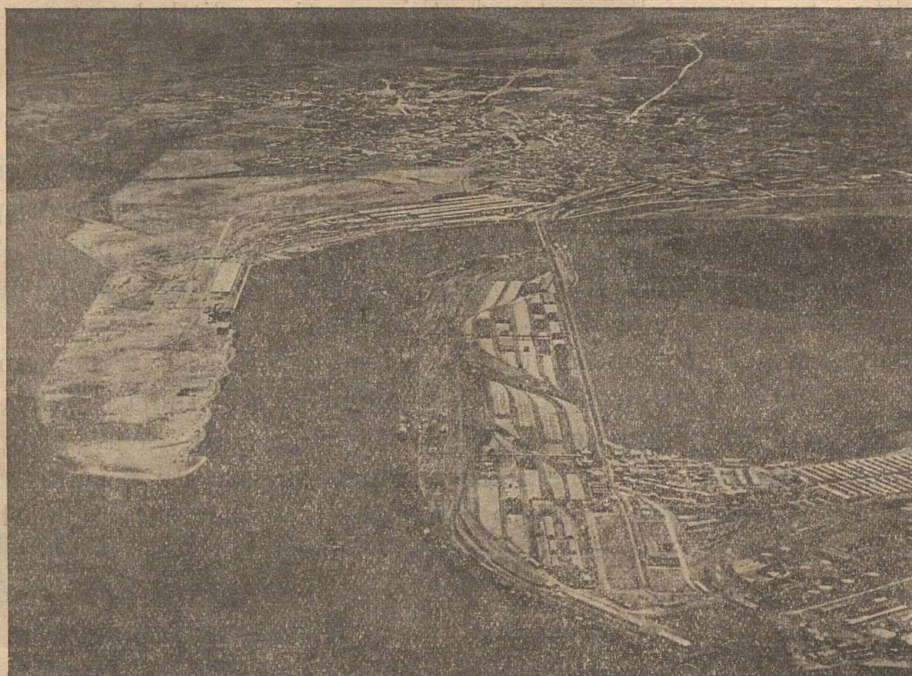
If we consider the trade figures for the whole of British India in relation to those for the major ports, we are at once impressed by the relatively very high proportion for which the latter, particularly Bombay and Calcutta, are responsible. Thus, the figures of British Indian trade for the year 1933—34 (which are less than one-half those for 1929—30) are as follows:—

<i>Imports</i>		<i>Exports</i>		<i>Totals</i>
Rs. 115.3 crores		Rs. 149.7 crores		Rs. 265.0 crores
and those for the major ports, commencing on the west, are—				
	<i>Imports</i>		<i>Exports</i>	<i>Totals</i>
Karachi	Rs. 12.96 crores		Rs. 14.22 crores	Rs. 27.18 crores
Bombay	46.16 „		29.49 „	75.65 „
Madras	11.18 „		9.7 „	20.88 „
Vizagapatam	.07 „		.39 „	.46 „
Calcutta	32.12 „		58.45 „	90.57 „
Chittagong	.7 „		5.23 „	5.93 „
Rangoon	8.46 „		14.94 „	23.40 „

giving a grand total of imports and exports of Rs. 243.67 crores out of the above-mentioned total for British India of Rs. 265 crores, or over 91 per cent. A similar comparison of the amounts of trade at major and minor ports in each constituent province leads necessarily to a somewhat similar result, but in the Madras Presidency, where the length of the coast-line lends itself to the establishment of a large number of comparatively important coast ports, the preponderance of Madras

port itself is much less marked, and this tendency will, of course, be accentuated by any future development of the new port of Vizagapatam, already ranking as a major port, although by no means the next in importance on present-day trade figures to the Presidency city.

The preponderance of these large ports in the aggregate ocean-borne trade of India is of course due to a number of causes. The purely historical cause is one, for Bombay, Madras and Calcutta were



KARACHI: GENERAL VIEW

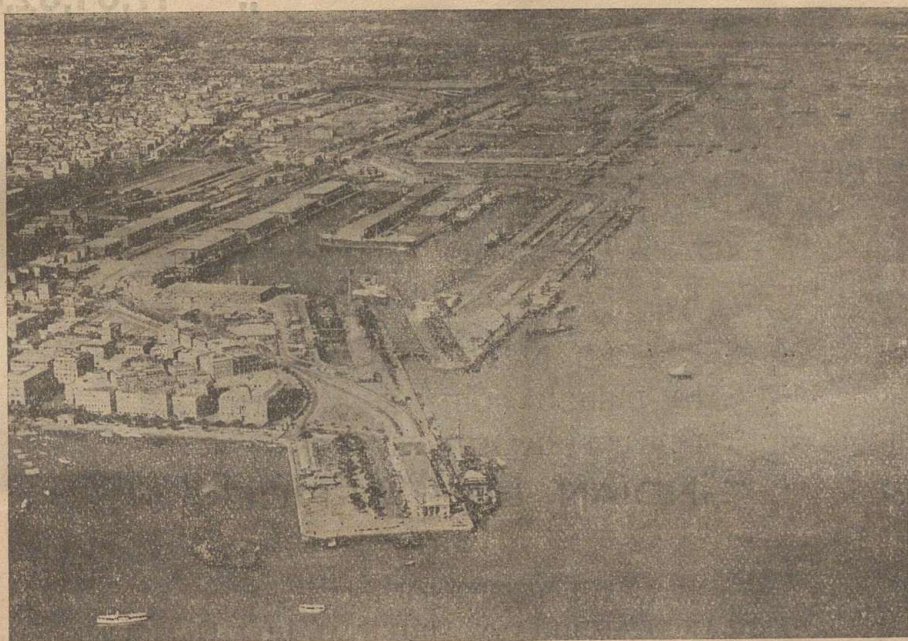
the main centres of administration for a century or so of rapid development, and this development brought with it not only a great increase of population, but a strengthening and elaboration of the forms of commercial and industrial activity inspired and supported by numerous trading houses staffed by men of capacity and vision. In addition, the railway systems designed and built during the latter half of the nineteenth century were based on these centres. Thus there arose the great arteries of rail-borne commerce which

characterize the present-day position. On a somewhat smaller scale the same thing has happened in the case of Karachi serving Sind and the Punjab, and Chittagong serving Eastern Bengal and Assam.

Commencing from the west, the port of *Karachi*, though not perhaps possessing a "storied past," is already some seventy years old, as it began its history as far back as 1858. It enjoys considerable natural advantages; lying more or less N. to S., it has Manora Point on the west giving some natural protection which has

been reinforced artificially by the construction of a breakwater. On the other side, the entrance channel has been defined and restricted by the construction of the Keamari groyne, and the carrying out of continuous dredging has increased the total of available deep water—within 20 feet contours—from 95 acres in 1858 to the present-day figures of 522 acres—out of which the Manora anchorage provides 118 acres good for mooring at all seasons. The moderate range of trade has made it possible to rely on deep-water wharves without the necessity of constructing wet-docks, and this method of development has been chiefly on the

eastern side, where there are now seventeen berths for large ocean-going vessels varying in length from 325 to 550 feet, fully equipped with transit shed, cranes and railway facilities—with an oil institution at the seaward end of the port. The recent demand for further accommodation is being met by the construction on the west side of a new system of jetties, of which three are at present completed; two being fully equipped and each of them 575 feet long. The oil depot has a jetty taking vessels up to 550 feet and is equipped with ample storage accommodation for all classes of oil.



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Bombay harbour has an area of some 4,000 water acres where vessels may lie at anchor within reasonable distances from the wharves—the depth of water varying from 23 to 40 feet L.O.S.T. On one occasion as many as fifty-two transports have been moored in the harbour—

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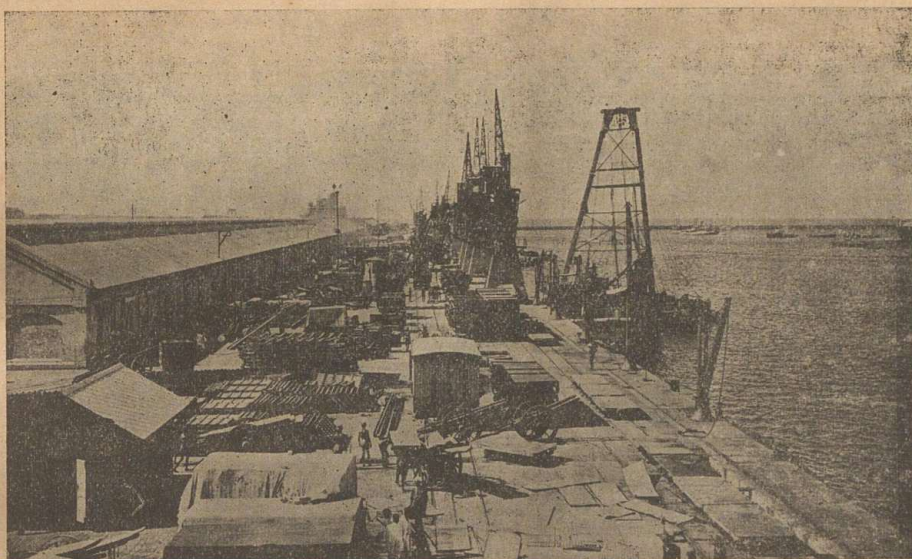
AGRA	CALCUTTA	JALPAIGURI	MADURA	RAIPUR
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each vessel having a swinging area of 600 feet—with room to spare. In regular use, there are twenty moorings assigned for particular purposes and trades, of which five sets, with 40 feet of water available, provide for specially deep draft vessels and four are reserved for petroleum, explosives or as quarantine berths.

The accommodation alongside wharves consists of three dock systems and the oil depot. The docks have been constructed by reclamation along the line of the old foreshore, *i.e.*, a line roughly N. to S. on the eastern side of Bombay Island.

By 1886 Bombay had the Princes Dock, with an entrance width of 66 feet, and seventeen berths in commission, and also the Sassoon Dock with another five berths. Then came the Victoria Dock to the south of Princes, with an entrance width of 80 feet and which in its present state comprises fourteen dock berths complete with transit sheds, partial rail facilities and a good equipment of cranes. But some time before the Great War the accommodation provided by the Princes and Victoria Docks was found inadequate and the much more ambitious scheme of



MADRAS: THE NEO WHARVES

the Alexandra Dock system was embarked upon on the seaward side of the older docks. This system comprises an entrance lock measuring 750 feet by 100 feet, with an adjacent dry dock measuring 1,000 feet long by 100 feet wide, giving access to a wet-dock with altogether seventeen berths for large vessels, of which fifteen are provided with transit sheds and cranes, railway facilities and ample road access. In addition there is a large passenger landing-stage—one of the best equipped and most efficient things of its kind—and a very useful

harbour wall or bund, giving 1,700 feet of quayage for small seagoing craft. The total length of steamer wharves and bunders used by country craft is over 8 miles in length and the aggregate area of docks and estates—the latter mostly obtained by reclamation work carried on over many years—is 1880 acres.

Madras has none of the physical advantages of either Bombay or Karachi, and the construction of a port on this exposed coast is something of a *tour de force*, only made possible by the construction of expensive protecting groynes, the

upkeep of which has at times caused anxiety. Within these projecting arms there have been provided berths with cranes, sheds and railway facilities for six steamers, with additional moorings for eight vessels, of which three are used for oil-carrying vessels. The port is well served in the matter of railway connections, and is adequately equipped for the trade offering, which is much less of a terminal kind than at Karachi, Bombay and Calcutta; in other words, of the liner ships calling at Madras a great proportion proceed to Calcutta, and leave or collect only a portion of their cargo at Madras.

Vizagapatam is the most recent of India's major ports and its present position is peculiar in certain respects. It is not adjacent to any great centre of population, and the hinterland is not as yet highly developed either agriculturally or industrially, though it has rich mineral deposits, chiefly manganese ore and coal. But on the other hand it has certain physical advantages; it is well-situated on the coast, roughly halfway between Madras and Calcutta, and possesses on the southern side a bold headland called the Dolphin's Nose, which partially protects the entrance on that side, but was



VIZAGAPATAM: HARBOUR ENTRANCE CHANNEL

not found to obviate the difficulty arising from a northerly drift, so that further protection has been found necessary on the south as well as that always contemplated on the north. The port has been designed and laid out on generous lines, providing for a much larger trade than as yet exists, as it is hoped that both the manganese ore trade may be found capable of marked development, and that this may lead to a growth of agricultural produce, particularly ground-nuts, and, with the growth of population in the

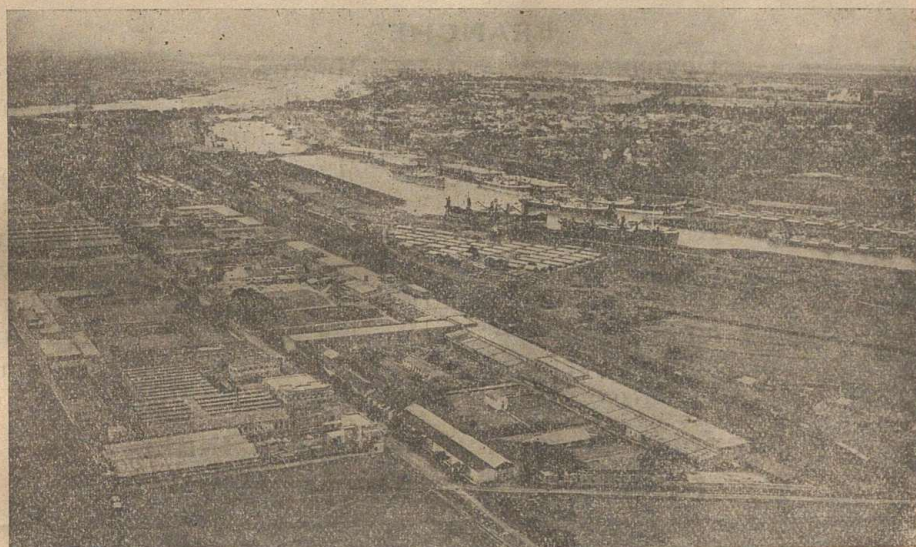
area, of general trade. The accommodation provided within the inner harbour consists of three berths equipped with cranes and railway facilities for general cargo and two berths specially designed for handling manganese ore and able to load over 200 tons per hour. There are also moorings for a further four vessels within the harbour.

We come now to the Province of Bengal, with the major ports of Calcutta and Chittagong. The whole trade of the province in the year 1933—34 was : Imports

Rs. 32.8 crores; Exports, Rs. 63.60 crores—a total trade of Rs. 96.5 crores—a figure less than half that of 1929—30 in value. Out of the total, Calcutta accounts for no less than Rs. 90 crores, or about 93 per cent., and Chittagong for the balance of some Rs. 6 crores—or about 6 per cent., there being no minor port in the province engaged in overseas trade.

Calcutta is a typical river port, finding natural protection by the ability of ships to proceed on the height of the tide to positions secure from sea weather. It has all

the natural disadvantages of being situated on an alluvial river without either high ground or adjacent rock or stone formation. The site of the city being 80 miles from the coastline involves an unusually long entrance channel and—since the presence of sandbanks near the mouth of the Hoogly involves dredging work for outside the estuary—the total length of the navigable channel is some 120 miles. The natural softness of the banks of the Hoogly and of the Ganges river system—of which it is one outlet—combined with the heavy rains during three months of



CALCUTTA: KIDDERPORE DOCKS AND TRADE DEPOT

the year, and strong southerly winds from the seaward side—all bring about immense movements of alluvium along the river bed, and the result is a long tortuous and sometimes dangerous channel, which necessitates constant survey work, heavy and arduous dredging and maintenance work, and last but not least, the employment of exceptionally well-trained and well-paid pilots and harbour masters.

The port has developed *pari passu* with the city of Calcutta. After several

abortive efforts to establish a suitable authority—one attempt failing from the Government's proposal to put the port under the municipal authorities, and another from the Government's failure to allow the newly-made port authority either any money or any power of obtaining it—the present Port Commission commenced work effectively in 1870, and has thus some sixty-six years of history.

Development has taken place along four main lines. The first was the obvious method of providing moorings at which

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Calicut	Kottayam	Nagercoil	Tiruvalla
Changanacherry	Kumbakonam	Ootacamund	Tirupur
Cochin	Madras (Broadway)	Palghat	Tinnevely
Coimbatore	Madras (Mount Road)	Parur	Trichinopoly
Coonoor R. S.	Madras (Mylapore)	Perumpavoor	Trichur
Colombo	Madras (Vepery)	Pollachi	Trippunithura
Trivandrum	Tuticorin	Udumelpet	Virudhunagar.

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PROGRESS STATEMENT

Year	CAPITAL		Reserve Funds	Deposits	Cash balance	Investments on G. P. Notes	Total working Capital
	authorised and issued	Paid up					
1912	2,00,000	13,000	Nil	19,000	Nil	221	33,000
1922	10,00,000	2,60,000	24,000	3,75,000	15,000	14,000	7,17,000
1932	10,00,000	4,22,000	2,00,000	36,69,000	5,86,000	4,30,000	58,18,000
1935	50,00,000*	7,50,000	2,50,000	1,28,25,000	22,13,000	11,76,000	154,75,000

* Issued and subscribed is Rs. 30,00,000.

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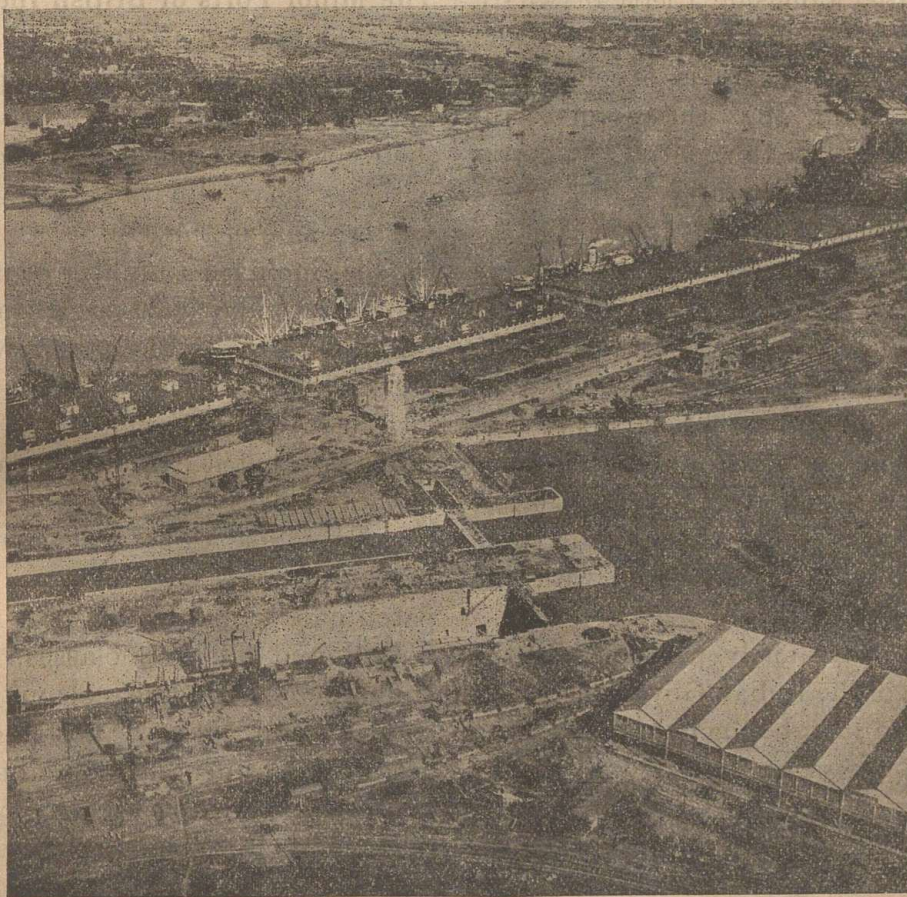
K. G. EAPEN, B. A.,

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vessels lay and discharged into, or loaded from, lighters in stream. Some fifty-six years ago, when sailing vessels still formed a large percentage of the total number of vessels, the port had 228 such moorings for ocean-going vessels, of which 178 were fixed or double moorings and fifty were swinging moorings. The next stage was the provision of the

Calcutta jetties, of which there are now nine, built alongside the bank in the old or business quarters of the city, provided with transit sheds and storage warehouse cranes and railway facilities, with good road approaches. Gradually these jetties have become more and more confined to the unloading of certain classes of import goods, as the construction of the Kidder-



CALCUTTA: GARDEN REACH BERTHS AND KING GEORGE'S DOCK ENTRANCES

pore Docks at the end of last century gave better provision for the export trade and later for imports also. This dock system now comprises seventeen general berths, all fully equipped with sheds, cranes and railway lines, and, at the southern end, ten berths for the loading of export coal, of which two are fitted with specially designed crane equipment.

The fourth period covers the post-war development, when four additional general modern berths and a coal berth were constructed further down stream in Garden Reach and the first part of a new dock system called King George's Dock, which comprises modern entrances for the largest possible vessels capable of using the port—a double dry dock and some five well-

equipped berths, one of which is used for inland steam vessels. In addition, there is at Budge-Budge, some 12 miles down stream, an oil depot with seven berths and transit shed and storage equipment.

There are now sixty-two river moorings altogether, of which fifty-four are in Calcutta and eight at Budge-Budge. The port can thus provide for a grand total of 116 ships, of which fifty-one can be accommodated alongside a jetty or wharf, equipped with appropriate facilities and accommodation. There is excellent rail connection with the three important systems which serve the central and north-east portions of the country.

The port of *Chittagong* is on smaller lines. It also is a river port, but with a much shorter channel and with fewer physical difficulties. There are five berths equipped with cranes and railway facilities for general cargo, and there are two sets of moorings in the port for overside work, and two more situated some 3 miles below for discharge of bulk ore. The port is served by direct connection with the Assam-Bengal Railway.

Rangoon will shortly pass outside the jurisdiction of the Indian Government, but brief mention may be made of its leading features. It is essentially a river port like Calcutta and there are many points of similarity, both natural and administrative. But it has a special characteristic, *viz.*, that its great staple export, rice and paddy, is handled in the stream at moorings, where the vessel is served by lighters and country boats which bring the rice from rice mills situated on both banks of the river. Hence, while the tonnage and value of Rangoon's trade reach high figures, it is found that two wharves, forming a continuous structure accommodating seven vessels, fitted with cranes and possessing good railway facilities, is suffi-

cient for the loading and unloading of general cargoes. There is also an oil wharf for Admiralty oil tankers, but other oil is discharged at special moorings, Rangoon being, of course, an oil-exporting rather than an oil-importing port. The moorings for ocean-going vessels now comprise twenty-one swinging and fourteen fixed moorings, in addition to four for oil tankers.

The Minor Ports of British India

As might be expected, the number of these in each of the maritime provinces is roughly in proportion to the amount of their coast-line. The province of Bombay, with its coast line extending from the western side of the Gulf of Cambay down to Goa, includes a number of minor ports, two of historical significance, *viz.*, Surat and Broach, and others with a coasting trade of some importance, *viz.*, Ratnagiri, Malwan, Vengurla, Karwar and Honavar; but it cannot be said that any of these places are of great moment as regards international or overseas trade, save as feeders to Bombay. They despatch chiefly mahwa flowers, wheat and cotton, and take in molasses, rice, betel, timber, coal, iron and coconuts for local consumption. Those north of Bombay are not far from railway facilities, though not, I think, directly served; while those to the south are some distance from the railway. Their equipment for large vessels would probably involve an expenditure out of proportion to the potential trade development, having regard to the proximity of Bombay.

The province of Madras, with its double coast line, possesses a large number of minor ports of greater importance, one of which, Cochin, already attracts visits from the ships of several well-known lines in the Eastern trade. Those with a trade—in 1933-34—exceeding Rs. 1 lakh per

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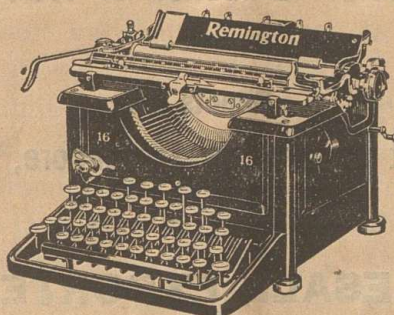
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annum number seventeen, of which the chief are Mangalore, Cannanore, Calicut, Cochin, on the west, and Tuticorin, Dhanuskhodi, Negapatam, Cuddalore, Masulipatam, Cocanada, Bimlipatam and Calingapatam, on the east. Of these the three with the largest trade in the year under reference are Cochin, Tuticorin and Calicut.

The port of Cochin requires special mention, in that it has been carefully developed on lines which should eventually make it a place of definite importance. Cochin has several important physical advantages, combined with a complicated and difficult administrative position. The waterways which lie adjacent to the coast line along this part of the south-western coast give it the advantages of a fresh-water spill, and it is a comparatively easy matter to maintain, with only a moderate amount of dredging, a good deep water channel into the inner harbour. As stated in the Report of the Indian States Committee of 1932 —

“the port of Cochin in its present state is a British Indian port and not an Indian State port, but it is a fragment of British India standing in absolute isolation, and its development is dependent upon the co-operation of the neighbouring State of Cochin.”

Without this co-operation it would be impossible to bring the railway line alongside the proposed deep-water berths on the island which is the proposed site for further development, and there is some controversy as to the exact borderline between the British Indian and the Cochin State portions of the harbour. The position is complicated by the existing arrangements for past and future finance, and as regards Customs dues. So far the amount spent on development

is, I understand, less than Rs. 1 crore, but more will be required, probably at least another crore of rupees, to give the place full facilities. The settlement of the points in dispute and, if possible, the adoption of Cochin as a major port by the Government of India, are indicated as desirable both by its strategic position between Bombay and Colombo, and by its traffic potentialities. (Ed. Cochin has been declared a major port on August 1, 1936.)

Of the other places mentioned, nearly all are situated on a difficult coast, exposed to the full force of the monsoon and with deep water a great distance away, so that the dredging, and even more the keeping open, of a deep-water channel for large vessels present great difficulties and would involve, of necessity, expensive protection at a cost out of proportion to the probable trade development. It is difficult to see, therefore, that they are likely to change to any great extent in their main characteristics, or to lose the disadvantage under which they suffer of requiring long journeys in lighters or surf-boats for all goods handled even in fair weather, and of being altogether unable to handle cargo during the worst parts of the monsoon. At the same time it must be remembered that these places serve a well-developed and highly-populated hinterland, and that they ship large quantities of produce, particularly ground-nuts, and that they thus possess great importance in the trade and commerce of the province.

I do not propose to deal with the minor ports of Burma, in view of the approaching separation of that province, save to say that they are of definite importance and with considerable potentialities of successful development.

The Indian States Ports

The ports within the jurisdiction of the Indian States fall into two main groups, those of the north-west part of India, *viz.*, Kathiawar, and those to the south-west in Cochin and Travancore.

With the exception of Cutch, which remains in splendid isolation, all these ports have adopted the provisions of the Indian Sea-Customs Act, and thus undertake to levy customs duties on the same lines and the same scale as is the case from time to time in British India. In so far as the goods on which these duties are charged are consumed within the confines of one or other of these maritime or adjoining States, the sums realized are retained by the State, and they account to the Government of British India only for such portions of the goods as pass over into British Indian territory.

As regards their administration, there is an important point of difference between the ports within Indian States and those in British India. The latter are financially dependent on their own resources, and are under the strict obligation of confining their expenditure within the limits of their own revenue. The whole of the customs duties levied thereat must, down to the last pie, be credited to the Federal Government, which of course maintains a separate staff for the purpose; and, as we have seen, the customs duties imposed, so far from assisting the port in any way, may be so raised or modified as to restrict or even to kill an important trade for which the port has provided elaborate and expensive equipment. The Indian State ports do not regard the question quite in the same light; to them the attraction of trade to their shores is "a consumation devoutly to be wished," and though separate port accounts are

in some cases maintained, it is not clear that in all cases the very favourable conditions offered are remunerative to the port administration, regarded as a separate undertaking. Consequently it is necessary for the Government of India to ensure the realization of full customs duties on all goods passing into British India.

The chief ports in Kathiawar are: in the State of Cutch, Cutch Mandvi and Kandla, of which the latter place has been developed on modern lines; in Morvi, the port of Navlakhi, also suitably developed; in Nawanagar, the port of Bedi Bunder; in Baroda territory is Port Okha; in Porbander, the port of that name; Virawal in the State of Junagadh, Mongrol and Bhavnagar in the States of those names.

Of these places, natural conditions prevent the best form of development, *viz.*, provision for large vessels alongside jetties or wharves, except in one or two cases, notably Port Okha and it is found necessary to rely on the transfer of goods by lighters, but these are of modern type and are towed by tugs between the anchorage and the port. At all places such provision for ocean-borne trade has been made as is reasonably practicable, and the States themselves take the greatest interest in and attach great importance to this work, though the whole volume of trade handled only reaches a small percentage, probably to-day less than 5 per cent., of that of British India.

The port of Bhavnagar is specially privileged: to quote the words of Lord Morley: "So long as His Highness fulfils his part of the Agreement (the reference is to two Agreements dated 1860 and 1861, in which the place is promised 'the full benefits of a British port') it is not open to Government to hinder or tax the

land trade of Bhavnagar any goods may be imported and passed on to British India without challenge to the State's right to retain the customs duties levied thereon.

In the south-west of India, the State of Travancore has a lengthy coast line, on which are situated, in addition to Cochin already mentioned, the ports of Alleppey, Quilon, Trivandrum and Colachel. Of these places, Alleppey, which has a roadstead giving safe anchorage practically at all times of the year, is the most important, and it has handled in several years some Rs. 5 to Rs. 6 crores of import and export trade.

The ports situated in the Indian States are regulated entirely by the States themselves, and have no relations with the Government of India, save as regards customs duties levied under the Indian Acts.

This brief and imperfect survey of the existing position will, I trust, show to some extent the ground on which further development must be based. It is clear that certain matters of administration will require attention at an early date, if indeed they are not already under consideration.

In the first place, there is the future of the six major ports, excluding Rangoon. These now derive their authority from Provincial Acts, in some cases old and frequently amended, and the present arrangement under which the Provincial Government administers these Provincial Acts, acting as agent for the Central Government, obviously requires attention. But it is difficult to see how this can best be done. One Act for the whole of India would involve insuperable difficulties, and the solution may possibly be found in a widely drawn Act regulating the general position of the major ports with a contin-

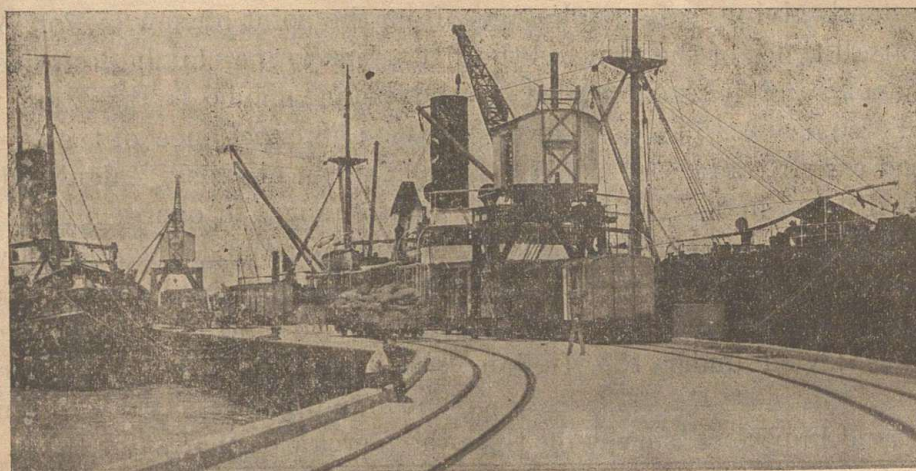
uance, *mutatis mutandis*, of the present arrangement under which all matters of detail are relegated to Provincial Acts.

Whatever arrangement be adopted it seems clear that more effective liaison is required with the Customs Department and the Railway Board. After all, a Federation should neglect no opportunity of finding and cultivating a common interest and the existing position has, as I have tried to show, very definite disadvantages from the point of view of Port Authorities. It seems to me clearly desirable that full advantage should be taken of the knowledge and experience of the Port Authorities when changes, calculated to effect great changes in overseas trade, are under discussion; and, as regards railway policy, that this also should take into account not only the intrinsic importance of overseas trade, but also the desirability of encouraging coastal trade as a nursery for the mercantile marine of India.

Then, as to the future of minor ports, which will presumably remain the care of the Provinces, I have indicated my view that, with the possible exception of Cochin, where considerable capital has already been expended, but where there is some difference of opinion about the desirability of further heavy expenditure, there are no obvious cases where development designed to reach the standard of modern ports can be carried out without very heavy expenditure, the justification for which is not as yet apparent. But it would, on the other hand, be a mistaken policy to under-estimate the possible future importance of many of these places, which both in the Madras Province and in Kathiawar handle large traffic, or to aggravate in any way the obvious difficulties of their development. Certainly, a policy which deliberately encouraged the existing major ports at the expense of less

important places is to be deprecated. Just as the manager of a big store welcomes the opening of other shops near him, so a big port should welcome the development of smaller places which will increase coastal trade and, directly, or indirectly benefit the larger port. Thus, it is desirable that the way be indicated for the financing—under suitable regulation—of development work at places where natural and economic conditions give promise of success.

As to the Indian State ports, I understand there is no likelihood of any marked change in the position I have briefly indicated above. But it would seem desirable that eventually the whole of India's coast line should not merely be regulated by the same customs tariff, but administered by the one department, as is done, I think, in all big Federal States. This would make not only for efficiency and uniformity, but should, under an appropriate settlement, do away with any necessity



PORT OKHA : THE JETTY

for internal customs cordons.

Conclusion

Thus far I have referred, by implication at all events, to the maintenance and improvement of the overseas trade of India as an end intrinsically desirable, but I am aware that there may be difference of opinion even on this point. Views are expressed and proposals put forward at times which imply that there is something essentially beneficial about export trade and something essentially detrimental about import trade, ignoring the obvious fact that they are necessarily interdependent; and there are others who would apparently urge a policy of economic isolation as an end desirable in itself and to be advocated even at a heavy cost. But, accepting the position that the policy to be adopted must in any case be determined by the interests of India herself, it seems to me quite clear that those interests

will best be served in the future, as in the past, by a policy which recognizes the necessary interdependence of the great trading countries of the world; a policy which, recognizing also the need for a large expenditure of capital, both to develop still further the natural resources of India and to improve the health and strength of her peoples, will to that end encourage her export trade, more particularly with the rest of the Empire, where to an increasing extent she is most likely to find suitable markets for her produce, and at the same time place no avoidable obstacle in the way of an import trade which will balance her exports and also meet the growing requirements of her peoples, as their standard of living enjoys that improvement which it requires and which we all hope to see attained.

(Journal of the Royal Society of Arts.)

(To be continued)

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ALLEPPEY PORT

Steamer-Movements—August, 1936.

Date	Name of Vessel	Tonnage	Coming from	Bound for
2—8—1936	S.S. Oostcappelle	348	Calicut	Bombay
2—8—1936	S.S. Clan Mathesa	3453	Galle	London
3—8—1936	S.S. Indira	279	Cochin	Bombay
4—8—1936	S.S. Cambay Star	320	„	„
4—8—1936	S.S. Hesperia	2379	Cochin	London
6—8—1936	S.S. Viminale	5355	Port Said	Australian Ports
8—8—1936	S.S. Sophie Marie	677	Cochin	Bombay
8—8—1936	S.S. Dandole	2949	Colombo	Italian Ports
9—8—1936	S.S. Hashemi	298	Cochin	Bombay
12—8—1936	S.S. Nurmahal	3380	Cochin	Rangoon
12—8—1936	S.S. Victoria Marie	882	Cochin	Bombay
13—8—1936	S.S. City of Kumberly	3954	Colombo	U.S.A. Ports
13—8—1936	S.S. Rosari	4457	Colombo	P. C. Ports
15—8—1936	S.S. Jalapadma	2326	Tuticorin	Bombay
16—8—1936	S.S. Gambara	3190	Cochin	Calcutta
18—8—1936	S.S. City of Kobe	2743	Cochin	London
18—8—1936	S.S. Janaki	530	Cochin	London
20—8—1936	S.S. Pandit	3198	Calicut	Rangoon
21—8—1936	S.S. Jalaputra	3113	Tuticorin	Bombay
23—8—1936	S.S. Haideri	912	Cochin	Bombay
25—8—1936	S.S. Victoria Marie	882	Cochin	Bombay
26—8—1936	S.S. Golconda	3203	Tuticorin	Bombay
26—8—1936	S.S. Ranee	3143	Tuticorin	Bombay
26—8—1936	S.S. Sirsa	3387	Bombay	Rangoon
26—8—1936	S.S. Clan Maclean	3071	Cochin	London
28—8—1936	S.S. Jalayamuna	3080	Tuticorin	Bombay
30—8—1936	S.S. Oostcappelle	348	Cochin	Bombay
31—8—1936	S.S. Ormara	2978	Tuticorin	Bombay

ALLEPPEY PORT.

Foreign Export Statement for August, 1936.

Places to which Exported	Coir Yarn		Coir Mats		Coir Mattings		Coir Rugs, Carpets, etc.		Fibre & Fibre Mats		Rubber		Tea	
	Quantity cwts.	Value Rs.	Quantity cwts.	Value Rs.	Quantity yds.	Value Rs.	Quantity yds.	Value Rs.	Quant. cwts.	Val. Rs.	Quantity lbs.	Value Rs.	Quantity lbs.	Value Rs.
United Kingdom	2,979	32,874	9,395	1,67,063	4,290	1,22,451	14,520	3,40,132	14	325			5,085	2,543
Australia	172	1,740	866	20,680	1,178	39,319	44	1,485	4	80				
U. S. A.	1,410	29,100	2,027	34,868	294	8,975			192	3,845	2,40,222	89,521		
Germany	561	5,140	18	540							89,600	33,600		
New Zealand			225	5,290	813	26,469	130	4,316	2	40				
St. Settlements			23	280	11	188								
Norway	150	1,537	10	100										
Egypt	771	7,710	61	1,388	62	1,380	2	60						
Sweden			280	5,149	35	1,155	10	335						
Belgium	225	2,250												
Ceylon	31	400			51	1,700					14,136	3,533		
Holland	717	7,160	48	480	12	200								
France	150	1,575												
Portugal														
Africa	660	6,400	566	11,600	742	24,639	121	4,016	3	37				
Sicily			26	695	443	11,920								
Japan	198	1,980												
Br. Columbia														
Asia Minor			38	730	368	9,485								
Persia			4	120	6	200								
Denmark			30	600										
China	17	261	40	680	58	1,075	15	250						
Italy	2,409	29,345	45	1,800										
Austria	360	3,600												
Queensland			9	180	6	200								
Mauritius			1	10	6	100	6	150						
West Indies			57	775	12	200								
Finland			41	1,230	54	1,800								
Total ...	10,810	1,31,072	13,810	2,54,258	8,441	2,51,456	14,848	3,50,744	215	4,327	3,43,958	1,26,654	5,085	2,543

FOREIGN EXPORT STATEMENT.

(Concluded)

Places to which Exported	Cashew-nuts		Spices		Minerals		Fish & Prawns		Textiles		Miscellaneous	
	Quantity lbs.	Value Rs.	Quantity cwts.	Value Rs.	Quantity Tons	Value Rs.	Quantity cwts.	Value Rs.	Quantity lbs.	Value Rs.	Quantity	Value Rs.
United Kingdom	25	4	150	2,400					224	300		1,750
Australia	700	350							2,516	1,035		
U. S. A.	31,000	17,083			80	6,800						
Germany												
New Zealand	450	225										
St. Settlements									1,008	450		
Norway												
Egypt												
Sweden												
Belgium												
Ceylon							197	3,767				
Holland												
France												
Portugal												
Africa									1,352	933		
Sicily												
Japan					10	2,000						
Br. Columbia												
Asia Minor												
Persia												
Denmark												
China												
Italy			1,009	21,092								
Austria												
Queensland												
Mauritius												
West Indies												
Finland												
Total ...	32,175	17,662	1,159	23,492	90	8,800	197	3,767	5,100	2,718		1,750

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Sulaiman Hassam & Sons,

Pros. To The Bombay Stores, Dealers in Piece Goods & Manufacturers of the Elephant Brand Umbrellas, Alleppey.

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TRADE INDEX

In response to the request of several of our readers we have introduced this new feature in the Review. Names and Addresses of merchants, manufacturers and traders with particulars of articles in which they trade will be published every month regularly at a nominal cost of **eight annas per inch single column**. Those desirous of having their names included in the 'Trade Index' may send in their addresses with other necessary particulars together with Eight Annas Postage Stamps. The annual cost for the same is only Rs. 5/- payable in advance.

Manager,

The Commercial Review