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TRANSPORT FACILITIES IN TRAVANCORE

THE press communiqué recently issued by the Government of Travancore inaugurating a new policy in the system of road and waterways transport is sure to be received with great satisfaction on all sides. The communiqué lays emphasis on the need for the re-organisation of the transport facilities in the State as a necessary precedent to the speedy recovery and growth of trade. It is needless to expatiate on the importance of improving the modes of internal communication and transport in the State both by road and water. It is commendable that the first act of the Government under the able guidance of Sir. C. P. Ramaswamy Iyer is one calculated to bring about very beneficial results to the trade and industry of this country.

The regulation and control of traffic of passengers and goods on the main trunk roads and the principal waterways by the introduction of improved methods of employment of motor buses, boats and tugs

is certainly a very laudable enterprise and the Government deserve our warmest congratulations in venturing on such a useful and ambitious scheme.

We have all along expressed the opinion that for a proper development of the trade with the hinterland of the State, a thorough remodelling of the several roads and waterways of the land, is essential. If all roads and canals in central and north Travancore are made to converge towards the Alleppey port by providing necessary road and bridge connections, the internal and export trade will increase considerably. As it is, considerable difficulty is experienced by traders and businessmen in the matter of transporting goods of export from the interior to Alleppey, the main sea-port of the State. Pepper from South Travancore, rubber, tea, etc., from Kanjirapally, Peermade and Devicolam and several other commodities of export coming from the eastern parts of Travancore have to be shipped through

the port of Alleppey. But these places are not at present directly connected with Alleppey and the delay caused in conveyance is great and the cost incurred therefor is heavy. If by the introduction of the new scheme proposed by Government this difficulty can be tided over, certainly it will be a great boon to the internal trade of the State. It is believed that the construction of Thottapally and Aroor bridges, a subject that has been pending consideration by the Government for some years past will also form part of the new proposal. This will make direct connection between Trivandrum, Quilon, Alleppey, and Cochin easy.

The communique explains clearly the objects of the new policy as also the lines on which the Government propose to bring about the needed improvement to the existing means of transport. It is stated: "Improvement of waterways, making full use of the natural facilities afforded by the backwaters and canals and employment of motor tugs and motor boats for speeding up conveyance of passengers and goods are a prime necessity. While it is not the policy of the Government to fetter or stifle private enterprise, they are nevertheless of opinion that, following the examples of many countries which have tried various systems it is the duty as well as the right of the Government to take into its own hands the control and regulation of public conveyances along main trunk roads and in other selected localities in the State and to improve and organise water-borne traffic."

The Government also fully realise the probable disadvantages that may arise by State management of such enterprises and have taken the necessary precaution to see that no such undesirable feature is allowed to arise in the execution of the proposed scheme. Regarding the advant-

ages of the scheme the communique states: "Such a step will not only conduce to the advantage of the people but will also directly and indirectly enable the Government to deal with problems of unemployment and industrialisation; firstly by gradually bringing into existence a set of trained engineers, mechanics and artisans, by stimulating the growth of many industries and trades allied to motor engineering and motor body-building and by helping in the utilisation of some of the products of the State including rubber, coir, and many varieties of goods; by introducing in course of time the rail-less electric trolley system which is proving to be one of the cheapest and most efficient means of transport organisation whose potentialities may be gauged from the circumstance that Travancore imports about Rs. 50 lakhs worth of petrol every year; and finally by helping in the creation as a necessary sequel of a technological institute which will not only serve the motor industry but other industries which are expected to come into existence in the State as soon as cheap power becomes available as a result of Pallivasal Scheme."

We have no doubt that the electric trolley service contemplated in the scheme will prove to be immensely advantageous as it is the proper and potential substitute for train service in short distance travel. It will be decidedly cheaper and more convenient and will be more suited to the geographical conditions of Travancore.

A Departmental Committee has been appointed to go into the question and submit a report to Government. It is expected that the Committee will immediately proceed to work and will be able to submit its report to Government before the end of the year.

We wish the scheme every success and also offer our hearty congratulations to Sir C. P. Ramaswamy Iyer for this first act of far-sighted statesmanship.

NOTES & COMMENTS

CEYLON MINISTER & COCONUT INDUSTRY

Sir Baron Jayathilaka, Minister of Home Affairs, Ceylon, during his recent visit to Travancore said that it was quite unnecessary for Travancore and Ceylon to wage a tariff war with each other. He opined that a united action of Travancore, Cochin and Ceylon, would help to solve the present difficulties in the trade of coconut and its products.

No doubt the plea of the Home Minister for a combine of all the coconut growing countries is commendable. But how to bring about a satisfactory settlement of the affairs was not clearly explained by him. He is reported to have remarked in one of his interviews with the representatives of the Travancore Coconut Industry that there should be no ill-will and no grudge whatever between Travancore and Ceylon. It is not ill-will or grudge, but it is the question of one's rights and the necessity of protecting local industries against foreign competition. Sir Jayathilaka appears to have great hopes in bringing the coconut industry to the same lines as the tea industry.

The proposal of the Cochin Government to constitute a Coconut Board for India and Ceylon on the lines of the Tea Cess Committee is pending consideration before the Government of India. The scheme, if approved, may help to solve the coconut controversy between the two countries.

Introduction of the quota system for the coconut industry is also another remedy suggested in certain quarters. Whatever it might be, there is no gainsaying the fact that the coconut industry in Ceylon is more organised and the pro-

duction per acre there is decidedly better than that in India. This is chiefly due to lack of proper organisation and absence of proper scientific methods of cultivation in India. It is therefore highly essential that the Indian producer should have recourse to better scientific methods of cultivation so as to reduce his cost of production. There should also be a proper organisation among the coconut cultivators and the general average out-put per acre should be considerably improved. Besides, the marketing problem should also engage a better attention. The work of the Travancore Coconut Planters Association in this direction is no doubt commendable. All the same, a more sustained propaganda with a view to educate the average producer on the lines of modern processes of cultivation, manuring, production and distribution should be carried on vigorously. Only by such sustained efforts will it be possible for the coconut industry in Kerala to hold its own against foreign competition.

Even if a compromise is to be brought about between Kerala and Ceylon either by the introduction of the scheme suggested by the Government of Cochin or by the introduction of a quota system, it is up to Travancore to improve and increase the production of the coconut industry which has been unfortunately neglected for some years past on account of the depression and low prices.

It has to be pointed out in this connection that the export duty on Travancore copra is a heavy burden on the poor producer. One of the arguments advanced by Ceylon against the demand for the protective duty on imports of foreign coconut and its products refers

to this question in vivid terms. Mr. Stanley Obeyesekere, member of the Ceylon Coconut Board at a conference of coconut growers held in Colombo is reported to have stated. "This cry of distress in Travancore is really a childish one. The Travancore Government itself levies a heavy duty on Travancore coconut products leaving the State. So, if the tale of woe enunciated by the Travancore coconut grower is true, their Government will repeal that tax." The question deserves the urgent and sympathetic consideration of the Government of Travancore.

It can only be hoped that the future of this important industry of Malabar will be more assured by proper organisation and better Government support.

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INDIANS IN CEYLON

The following extracts from the statement issued by about 30 members of all parties including Europeans, of the Indian Legislative Assembly explain clearly the position of Indians in Ceylon today:—

"The situation wherein our countrymen find themselves today in Ceylon is causing us very great anxiety. We find that the cry for their repatriation is gathering force and the State Council of Ceylon has already passed a resolution to this effect."

"We notice with sorrow that violent agitation has been started in that country against Indians. The denial of employment in public services, boycotts, insults and even assaults are becoming the lot of our countrymen. Mr. A. E. Goonesinha, Labour leader and member of the State Council, desires that 'Indians should be kicked out of Ceylon', while the Hon'ble Mr. W. A. De'Silva, a responsible Minister

of the Crown, describes the Indian community in Ceylon as 'one million parasites.' Above all this comes the proposal to repatriate Indians. There are about one million Indians in Ceylon and they form about one-fifth of the population of that country. Need we say that the welfare of one million of our countrymen cannot but be a matter of deep concern to us.

We may be permitted to point out to our Ceylonese brothers that their path to peace and prosperity does certainly not lie through boycott, humiliation and assault of Indians, but through co-operation and good-will. Let us remind them that the weapons advocated by Mr. Gooneshinha and his friends are two-edged and that they will bring nothing but misery to both countries. We give them a fair warning that if they finally choose the path indicated by Mr. Gooneshinha and his friends, India will be forced to retaliate in the same spirit. We fervently hope that such an evil day will never dawn."

It is to be noted specially in this connection that the majority of the Indian population in Ceylon is comprised of Malayalees, mostly from Travancore and Cochin.

When one hears Sir Baron Jayathilaka and others speaking on good-will, harmony and co-operation between Travancore and Ceylon while their country's legislature is busy in legislating measures to drive the Travancoreans from the shores of that island, it cannot but strike even the obdurate optimist as a camouflage. Can it be hoped that the Government of India will earnestly take up the cause of Indians in Ceylon before it is too late? Perhaps the Governments of Travancore and Cochin have got a very great moral responsibility in this matter

and it is fervently believed that they will not be wanting in their efforts to secure for the Malayalee, his legitimate rights in Ceylon.

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OTTAWA PACT

The press note issued by the Commerce Department of the Government of India on October 19th giving fresh and indefinite lease of life to the Ottawa Pact will naturally be received with great disappointment and surprise on all sides. Responsible public opinion has never been in favour of the continuance of the pact on any ground. Under ordinary circumstances the Pact has to be terminated on November 13, 1936. This diplomatic move of the Government of India contrary to the unanimous decision of the Indian Legislative Assembly cannot have the support of the country at large.

The press note runs as follows :—

“ In view of the fact that negotiations are now in progress between His Majesty’s Government in the United Kingdom and the Government of India for the conclusion of a trade agreement in replacement of that concluded at Ottawa in 1932 and which is due to terminate on November 13, it has been agreed by the two Governments that pending conclusion of the new agreement, the 1932 agreement shall continue in force subject to termination at three months’ notice by either side, unless it is replaced by a new agreement.

It has further been agreed that in the event of failure to conclude a new agreement neither party shall withdraw the existing preferences without prior consultation with the other party.”

The Southern India Chamber of Commerce, Madras, has sent a telegram to the Government of India expressing the Chamber’s regret at this decision of

Government. The Chamber opines that the extension of the Pact without any limitation of time is against the letter and spirit of the verdict of the Assembly on the Ottawa Pact.

Seth Narayandas Girdhardas, President of the Andhra Chamber of Commerce has issued a statement to the press which runs as follows :—

“ It is extraordinary that the Government of India should have thought it fit to continue the Ottawa agreement till the conclusion of a fresh Indo-British trade agreement for which negotiations are going on now. In doing so they have deliberately defied, instead of showing deference to, Indian opinion as expressed through the Central Legislature, the Federation of Indian Chambers of Commerce and Industry and various individual Indian Chambers of Commerce. This is a gross insult to the Legislature and Indian opinion. Indian interests have been sacrificed for the benefit of others.

On the eve of the new Reforms one should expect the Government of India at any rate not to do anything to expose the hollowness or the retrograde nature of the Reforms and the utter helplessness of the Indians, if they are incapable of taking positive measures to create an atmosphere of goodwill and sympathy. It simply cannot be that the Government are either unaware or oblivious of the feeling in the country against the Ottawa agreement which was most amply and effectively demonstrated when the Legislative Assembly adopted Mr. Jinnah’s amendment, urging the Government to give notice of termination of the agreement.

The fact that Government were biding their time till the Autumn Session of the Assembly was completed, shows that they were anxious to avoid a conflict with the Assembly. If the action is a foretaste of

the way the new Reforms will be worked, India will have to wait for her liberation from her present shackles till Doomsday. When British statesmen asseverate that the safeguards in the new constitution will be used but very sparingly we cannot but take such assurances with a pinch of salt."

These observations prove beyond doubt the unpopularity of the Ottawa Agreement in India. It does not appear to be wise on the part of the Government of India to have flouted public opinion in matters affecting the commercial and economic relations of the country especially on the eve of the introduction of the new constitution for India.

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LOW AGRICULTURAL PRICES IN INDIA

The president of the Federation of Indian Chambers of Commerce and Industry is of opinion that all the economic troubles of India are mainly due to the great fall in the prices of agricultural as well as the industrial products of India. He suggests that the only solution for the trouble lies in the devaluation of currency.

"It is agreed" says Mr. Kaithan, "that the fundamental problem is that of raising the prices for the producer. The agriculturist is not able to make a living, much less to pay interest on debt to the Mahajan and revenue to the Government, because the prices he receives for his produce are insufficient to meet anything more than the cost of production. Such is more or less the case with every kind of producer—agricultural or industrial. If only, therefore, a rise could be brought about in the prices of primary produce and industrial goods, then, with the increased quantity of money the pro-

ducer gets, he will be able not only to meet his obligations to the Mahajan and the State, but also be in a position to make more purchases and thereby increase the effective demand for both consumers' and producers' goods. To bring about a liaison between the producer and the consumer, distributive trade must develop and this will provide a much needed line of occupation to the country's unemployed in addition to the increased demand for agricultural and industrial goods. The problem then is to raise the price level. The only feasible course that suggests itself to me is devaluation of the currency. Devaluation will result in all round increase in prices and, then, with suitable national action meant to give a fillip to production, it will be possible to build up prosperity."

Devaluation of currencies might no doubt improve local prices for Indian products. But it is problematical whether this policy will help the import and export trade of India to any great extent. So long as the currency problem is not entirely in the hands of the Government of India and is under the control of Whitehall, there is not much gain in speculating on the effects and defects of this problem.

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INDIAN RAILWAY ENQUIRY COMMITTEE

Views of Mr. Kaithan, President of the Federation of Indian Chambers of Commerce and Industry.

The Indian mercantile community and the public have been of opinion that Indian railways are not worked efficiently and that railway freights and fares are generally too high in relation to the value of commodities and the income of the people in India. They strongly feel that

by increasing the efficiency, freights and fares can be brought into line with the requirements of trade and traffic, while railways can make a contribution to the general revenues of the country.

The terms of reference of the Committee do not specify this most important matter. On the other hand, the Committee is asked to secure improvement in the net earnings, which may mean an enhancement of freights and fares. It is desirable that investigation should be for improvement of finance more by increasing efficiency of railways than by any other means. As regards the personnel, the chief persons are being brought from London. The absence of any Indian element that could properly advise on Indian conditions is too conspicuous.

Mr. Khaitan is also of opinion that the terms of reference and personnel of the Committee as announced by the Government of India are very disappointing. He expresses the hope that the Government will yet consult Indian public opinion in the matter.

Sir Ralph Wedgwood, Chief General Manager, London and North Eastern Railway and Mr. W. A. Stanier, Chief Mechanical Engineer, London Midland and Scottish Railway who have been appointed to the Committee are expected to arrive in Bombay on November 19.

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INDIAN TRADE COMMISSIONERS

It is reliably understood that the Government of India will be very soon appointing Trade Commissioners in Japan and East Africa. It is likely that the Commissioners will begin work from the next official year, 1936-37. The headquarters of the trade Commissioners will be Tokyo in Japan and Mombassa in East Africa.

It will be interesting to know that Canada, a very small country compared with India has as many as 34 Trade Commissioners, while U. S. A., has more than 60 Trade Commissioners; not to speak of U.K., Germany and other progressive countries which all have their respective Trade Commissioners in every important centre of trade in the world.

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REARMAMENT AND INDUSTRIAL PROGRESS

How the policy of rearmament adhered to by several countries of the world has been responsible for affecting the industrial progress in such countries is explained in clear terms by Mr. J. D. Condiffe of the Economic Intelligence Service of the League of Nations, in the World Economic Survey for 1935-36 recently published.

The Report states: "In practically every country, economic activity has begun to be affected by the increase of armament expenditures.....the greatest measure of recovery is evident in countries where re-armament has not up till now played a great role"

It is pointed out that in countries like Belgium, Canada, Czechoslovakia, Hungary, Austria, Greece, Norway and perhaps Roumania, there was a marked increase of production in 1935.

It has been stressed in the report that the recovery of international trade is lagging behind seriously, though, of course, signs of recovery are visible in many places of the world. The high exchange rates in certain European countries are considered to be a chief obstacle to the international trade recovery.

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JAPAN'S GREAT STRIDES IN TEXTILE MANUFACTURE

Very interesting news are available about the tremendous advance made by Japan in recent years in the manufacture of cotton and rayon textiles. She is reported to have supplanted even Great Britain as the world's largest importer of raw cotton. She has also doubled her consumption of wool in eight years.

Another noteworthy feature of Japan's industrial progress is that she has become the second largest producer of rayon, U.S.A., being the first. The world production of rayon which was estimated at only 360,000,000 lbs., in 1928 has risen to the huge figure of 950,000,000 lbs., in 1935. Rayon has now established itself as a textile fibre. The other important countries which produce large quantities of rayon are Germany and Italy.

EXPORT CREDITS GUARANTEES

The Export Credits Guarantee Department of England has, it is learnt, appointed Mr. W. M. Kirkpatrick as representative of the Department in China, to examine and consider the proposals submitted for guarantees in connection with export of U.K. goods to China. He will not initiate propositions or seek orders but will be solely concerned with the financial and economic merits of the proposals for the export of the United Kingdom goods which appear suitable for consideration under the British Export Credits Scheme. Exports to China have always been within the scope of the scheme and the present appointment simply provides a machinery for facilitating its application.

Chamber Notes

RUBBER IMPORTS FROM BURMA

Certificate of Origin Essential.

ON a reference from the Travancore Combined Planters Association, Quilon, soliciting the views of this Chamber with regard to the question of Imports of Burma Rubber into India, the following reply expressing the views of the Chamber on the subject has been sent :

On behalf of The Alleppey Chamber of Commerce, Alleppey, I thank you for your letter dated 24th September, 1936, and copy of the letter addressed by Mr. F. E. James to the Secretary of the UPASI.

This Association is of opinion that in the interests of the South Indian rubber industry, its request that Burmese shipments of rubber to India must be ac-

companied by a certificate of origin should be pressed.

This Association is of opinion that this is no fiscal matter as it does not involve any import duty against Burma Rubber.

Export quotas having been definitely fixed separately for India and Burma by the International Rubber Regulation Committee and accepted by Burma (and India) no question of increase of Burma's quota at the expense of India can arise, specially in view of the fact that separation of Burma was envisaged at the time of signature, by the common representative of the two countries. It is immaterial whether the agreement was signed by one common representative or two distinct individuals representing the two countries.

This Association is also of opinion that the claim of Burma to any enhancement of export quota would be a purely internal administrative question for the International Rubber Regulation Committee.

This Association is further of opinion that existing relations between Burma and India in respect of exports and imports, would not be interfered with, by a provision that shipments from Burma to India should be accompanied by a certificate of origin.

This Association is further of opinion that the change proposed would only be fair and place Burma in the same position as Ceylon or Malaya.

Alleppey,
26th October, 1936.

Chairman.

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GERMAN TRADE COMMISSIONER AT ALLEPPEY

Germany requires no mats and mattings; Will import coir yarn to provide labour for the unemployed and that on barter-basis.

MR. C. R. Rasmuss, German Trade Commissioner attached to the German Consulate in Calcutta visited this Chamber early this month and had long discussions with members with regard to the question of imports of Travancore products into Germany.

He was definitely of opinion that the Government of Germany were not prepared to encourage imports of Coir manufactured goods such as coir mats, mattings, etc. They wanted to provide employment to their workmen and would therefore import coir yarn so that they could manufacture their own floor coverings employing their own labour. It was also pointed out clearly by Mr. Rasmuss that even such imports of coir yarn would be encouraged by his country only on barter basis in the proportion of

1 to 3. Manufactured goods from Germany to the tune of three times the value of coir yarn imported into Germany from Travancore should be taken in by India in return.

He also assured the members, in this connection, that manufactured goods of every description could be got down by India from Germany direct on competitive prices.

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TRAVANCORE COIR MATS AND MATTING INDUSTRY

Its fate in foreign countries.

A customer writes from Cairo to one of the members of the Alleppey Chamber of Commerce, as follows:—

“ According to the new customs tariff brought into effect in this country mats & mattings are charged an import duty of 100% on your C.I.F. prices. This tariff is simply disastrous.”

The attention of the Travancore Government is invited to this serious and important matter.

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INDIA'S TRADE WITH CZECHOSLOVAKIA

The Czechoslovak Export Institute, an official institution of the Government of Czechoslovak Republic has established an India office in Bombay. This office will be working in close contact with all Czechoslovak Chambers of Commerce and the Federation of Czechoslovak Industries. The agent of the Export Institute is fulfilling the duties of a Trade Commissioner collaborating with Indian representatives of Czechoslovak manufacturers and giving them all possible assistance.

There are many Czechoslovak manufacturers of different lines wanting representatives in India. A list of lines requir-

ing representatives and agents is also appended for the information of our readers.

A statistical table representing the trade of India with Czechoslovakia is also published elsewhere in this issue which will be of considerable advantage to Indian traders. The Institute of Export will also be glad to recommend reliable Indian exporters of raw material to prospective importers in Czechoslovakia.

Those interested may apply to the Alleppey Chamber of Commerce, Alleppey, for further information.

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LIST OF CZECHOSLOVAK ARTICLES FOR WHICH AGENTS ARE REQUIRED

1. Shoes : leather and combined with canvas.
2. Leather goods : handbags and belts.
3. " " : Money Purses and handbags
4. Beltings : leather, canvas, hair,
5. Pickers and shuttles.
6. Brake Lining and hair beltins
7. Felt hats and hoods : Lady's and Gentleman's
8. Ribbons of all kinds.
9. Embroidery works : Dresses and blouses etc.
10. Hand made belts for ladies.
11. Saree borders and braids.
12. Embroidery franes : round and rectangular.
13. Curtains made of cotton and mixed yarn.
14. Lady's stockings and half-stockings.
15. Plush, velvet, velvetc, plush blankets.
16. Flax piece goods, dress materials,
17. Flax table cloths and napkins.
18. Shirtings, pyjamas.
19. Textile printed.
20. Crystal-ware, press-glass-ware.
21. Special glass, bottles, cylinders for Petromax
22. Soda water bottles, white, dark green.
23. Beer bottles,
24. Zip fasteners,
25. Threads, shoe laces, etc.
26. Artificial flowers, feathers.
27. Imitation jewellery, all kind of Gablonz goods
28. Musical instruments.
29. Garden furniture special.
30. Chromium plated furniture.
31. Enamel ware.
32. All kinds of varnishes and paints.
33. Impregnated railway sleepers.
34. Heels balls, paints for shoe-makers.
35. Chalks for tailors and schools.
36. Mineral waters and salts.
37. Slimming preparations.
38. Special preparations (kind of Okasa)
39. Piestany muds for Rheumatism.
40. Syringes and medical glass-ware.
41. Biscuits, macaroni.
42. Chocolates, toffees, etc.
43. Machinery : agricultural, sugar-plants, flour-mills.
44. Diesel engines, electric, crude-oil,
45. Sanitary ware.
46. Pumps.
47. Metal goods, presentation articles.
48. Porcelain-ware.
49. Dry batteries.
50. Paper : craft, for school books, grease proof parchment, carbons.
51. Cellulose.
52. Cigarette paper, Air Mail paper.
53. Malt for breweries.
54. Brewery Rosin (for impregnating wooden casks.)
55. Dry glucose.
56. All kinds of tools for carpenters.
57. Shaving blades.
58. Hack-saws.
59. Church-organs.
60. Korans (religious books.)
61. Readymade cloths for ladies, gentlemen and children.
62. Upholstery fabrics, jute carpets, etc.

(By request of the Czechoslovak Export Institute,
Bombay.)

The Development of Indian Ports

(In continuation of the article on the 'Development of Indian Ports' by Sir Charles Stuart Williams, Late Chairman, Calcutta Port Commissioners, published in our September issue, we give below the discussions that ensued on the subject at the Royal Society of Arts, London, among the members of that Society.

Sir Patrick R. Cadell, C.S.I., C.I.E., Sir William Sharpe, Mr. D. S. Erulkar, Mr. D. Ross-Johnson C.B.E., Sir Leopold H. Savile, K.C.B., and Lt. Commander A. F. Inglefield were among the prominent members who took part in the discussion. They are all eminent men possessing personal experiences of administration, control and management of Indian ports. The views expressed are mostly based on their personal knowledge of conditions in India, as one and all of them have been connected with the history of Indian ports in one form or other.)

Sir Patrick Cadell C.S.I., C.I.E., in opening the discussions said:—

I think you will agree with me that you have heard a most interesting and comprehensive paper. The only omission I noted—which was probably intentional—was that no mention was made of Marmagoa, in Portuguese territory, which has been created, very unfortunately, as a port connected by rail with British India in place of the very beautiful port of Karwar in the adjoining British territory.

Two points especially struck me. The first was the great work that has been done by the various Port Trusts and Commissions. This can only be fully realised by those who can remember what these ports and places were like thirty or forty years ago. Take Karachi, for example. Forty years ago it was one great expanse of mud and mangrove swamps: now it is one of the major ports. The second point was the moderation of the

lecture. There was practically no mention of the great financial difficulties under which the Port Trusts and Commissions of India have worked in the last few years, which I venture to think is largely due to the lack of support they have received from the Government of India. As the lecturer pointed out, the Port Trusts and Commissions have supplied the means for collecting a vast revenue for the Government of India in the way of customs duties, and the imposition of these duties was not in keeping with the interests of the ports themselves. During that time the Government have given no financial assistance to the ports, which are unable to raise their rates beyond a certain point. Naturally, the great works at the ports have had to be carried out on borrowed capital. There are heavy charges to pay, and the rates must be kept within limits, firstly, because of trade requirements and, secondly, because of the competition of Indian States. It is sometimes made almost a reproach to the Indian Maritime States that they use their customs receipts to improve their ports and reduce their charges. But they have every right to do so, even if it is not done in British India.

I have come very recently from an Indian State which possesses one of the ports to which the lecturer has referred, and very naturally I regard very sympathetically the efforts of the Maritime States to make full use of their ports. Not only are such ports the natural inlet for the entry of goods into a large part of India but also in many cases they are very ancient ports, which have been merely re-created by the construction of railways and the increase of steamship facilities.

The wish of the Maritime States to take full advantage of the ports must, I think, be treated with every consideration. Having said so much, I hope I shall not be regarded as unsympathetic towards the States when I add that I feel sure that, as the lecturer has suggested, all these States should be brought under one federal system of administration. We all know that serious abuses have occurred; we believe the States themselves are willing to stop such abuses, and in most cases they have been stopped. But so long as there are different administrations and standards of efficiency, there are bound to be complaints. People will be suspected of doing wrong, which is almost as disturbing as the wrongdoing itself.

I think it essential that all States should be treated alike. The lecturer has mentioned one port in Kathiawar which has been given very exceptional and favourable treatment. The other States cannot but regard it as inequitable that one State should have this special treatment.

Sir William Sharpe said:— As a former fellow worker with both the Chairman and the lecturer in the field of Indian port administration, I welcome this opportunity of congratulating Sir Charles on his very interesting and informative paper. A well-known economist recently remarked that no matter how eloquent one might wax on the subject of imports and exports, nothing one said would be remembered by one's audience five minutes later. Whatever may have been the experience of the economist in question, I think Sir Charles may rest assured that we have followed his paper with close interest and that it has given us food for reflection.

I do not think there is much I can usefully add to his clear and concise descrip-

tion of the major ports of India. His synopsis has conveyed an adequate impression of their size and equipment. Speaking for the port with which I have been connected—Bombay—I may say that on occasions when I have wished to advertise the extent of its activities, I have been guilty of the boast that Bombay handles over its wharves and bunds a greater annual tonnage of cargoes than that passes over the wharves of the Port of London. This claim does not, of course, apply to the total tonnage of the port, but Bombay does normally handle over its wharves some five to six million tons of cargoes every year, and in its best years has approached the seven million ton mark. The major ports of India represent

**V. RAMA PAI & BROS.,
OPTICIANS,
ALLEPPEY.**



STOCKISTS OF
HIGH CLASS LENSES & FRAMES OF
the latest fashion.

GRINDINGS & FITTINGS
ARE DONE BY EXPERTS.

Spects can be supplied to any
PRESCRIPTION.

Spare Parts Always in Stock.

PRICES
MODERATE FOR QUALITY.

many years of engineering skill and enterprise, and a correspondingly large lock-up of capital. The Port of Bombay, for example, has cost between seventeen and eighteen millions sterling to construct and develop and, as it is not subsidised or assisted in any way, the overhead capital charges are naturally a heavy financial burden on the trade of the port.

As regards the future, I was very interested to hear Sir Charles' opinion that the arguments in favour of centralisation of the ports are weighty and conclusive. If centralisation connotes intelligent co-ordination of India's various transportation services and the adoption of a national transport policy workable on practical and efficient lines, I am sure we all agree with his opinion. Everyone conversant with trade and transport conditions in India to-day is cognisant of the fact that there is at present serious lack of co-ordination between the various branches of transport—the ports, railways, coastal shipping services, road transport concerns, etc. This defect is not, of course, peculiar to India; it is to be found in many other trading countries. But the most progressive countries are doing their best to remedy the defect and it behoves India to do likewise. Lack of co-ordination in transport means wasteful competition, unnecessary and expensive duplication of services, a multiplication of tariffs and regulations and uneven rating, all of which hampers trade. The sooner India gets down to this problem the better it will be for her trade.

Sir Charles has, I think, somewhat over-emphasised the possible difficulties of centralisation and co-ordination. The question was, I think, first taken up by the Government of India some twelve years ago, and considerable progress was made with the preliminary drafting of a comprehensive Act suitable to regulate

the constitution and general working of the major ports. More urgent problems have somewhat pushed this matter into the background, but it is to be hoped that consideration will shortly be resumed. A national transportation scheme which, with suitable adaptations, might possibly serve as a model for India's requirements, exists in the Union of South Africa. Canada also has a scheme in hand.

One of the possible advantages of centralisation, bearing on the future development of Indian ports and future transport policy, lies in the direction of the establishment of a central *cadre* of expert port engineers, which would enable the services of these experts to be utilised in whichever port they might from time to time be most required. At present our best engineers are not always afforded sufficient scope for their abilities and experience, which might be more valuable if their services were interchangeable.

The Chairman has referred to the thorny problem of the competition of the ports belonging to the Maritime Indian States, a question with which his administrative experience has made him fully conversant. It is to be hoped that the negotiations in progress will soon bear fruit, and that the advent of the new Constitution will hasten a permanent solution of this problem.

Mr. D. S. Erulkar said:—Sir Charles Stuart-Williams' very interesting paper raises some important questions in regard to the past and future development of Indian ports. One fact however, stands out very conspicuous, and that is that for a coast line of 4,500 miles, and an area of 1,800,000 square miles, by far the bulk, 91 per cent, as Sir Charles points out, of the country's maritime trade is concentrated at seven major ports. Besides the seven major ports, there are over 150 minor

ports to which the Indian Ports Act may apply. Yet, except for very few, most of these ports have no trade whatsoever. In consequence, the major ports are each in the nature of monopolists with their spheres of influence extended artificially, which tends to divert the healthy flow of traffic.

Before I deal with the railway policy that has contributed to this position, I wish to show that the present development of the major ports cannot be said to be healthy. Sir George Buchanan said in regard to Calcutta: "Calcutta cannot help being a large port and prosperous, one might say in spite of itself, because the history of port development in the past is not one of which Calcutta can be proud," and this might, I think, fairly apply to other major ports as well. There is no competition from neighbouring ports which seriously affects the efficiency and the working of the ports concerned. In this connection, I should like to refer to the Port of Calcutta.

If the revenue account is examined, it will be found that for the year 1934—35, out of a total income of Rs. 306,19,818, Rs. 78,26,956, or nearly 25 per cent., was derived from a charge called River Dues, which is levied on all cargo imported or exported at Calcutta, irrespective of whether it receives any landing or shipping facilities or not. When first introduced in 1893, this charge constituted a temporary measure then known as "special toll," levied with the express object of meeting any probable deficit that might arise, but by an amendment of the Calcutta Port Act in 1907, permanency was obtained in the shape of the present River Dues, and ever since the Port Administration has sought to lean more and more on this unreciprocal and unfair imposition. In 1934-35,

taking the 1913-14 figure as index figure of 100, the income derived from this source had risen to 320. This entails a great deal of hardship, particularly upon the Indian public. For instance, large quantities of salt are imported into Calcutta and yet no facilities are provided for the discharge of salt, with the result that the Indian agriculturist, who largely consumes salt, has to pay for the long detention, ordinary three weeks, of the steamer discharging salt at Calcutta, and in addition has to bear a levy of Rs. 1-4-0 per ton, which goes to the Calcutta Port Commissioners without any compensating services or advantages to the consumer. It is significant that 6,000-7,000 tons of salt which takes $2\frac{1}{2}$ -3 days to load in Aden takes three weeks and even more to discharge at Calcutta. Despatch of steamers should be the primary test of the efficiency of ports; but the monopoly of the ports on the one hand, traffic having hardly any choice or alternative in regard to the port it uses, and wide powers, on the other hand, vested with the port authorities to levy charges which cannot be justified on the ground of service, do not in any way induce either efficiency or healthy development.

The reason why the minor ports have no trade is to be found in the fact that they are deprived of the facilities necessary for making them—what Sir Charles calls junctions or points of transfer. As Sir Charles pointed out, this can be by rail, inland water channels, or road. In India, it will be admitted that the bulk of traffic is transported by railways, and a reference to the railway policy in the past will throw useful light on the present state of the minor ports. The concentration of traffic at major ports automatically involves the diversion of traffic from points which might legiti-

mately fall within the spheres of influence of minor ports. Indian railways have generally aimed at obtaining a long lead on the traffic they carried. With a view to diverting traffic by the rail routes, railways have in the past adopted a policy of deadly hostility to all the other forms of transport, particularly to water transport. A reference to the evidence given before the Ackworth Railway Committee will amply prove my statement, and in their relentless hostility towards water transport and in their anxiety to capture all the trade for the rail route and thus set up a monopoly of transport in India, wherever it has suited them they have sacrificed the interests of the ports concerned. Thus, the closing of the port of Tirumvasal and the notorious block rates of Broach are some examples showing how far railways have carried their hostility and, as suggested by the Chairman of the Ackworth Committee, even to the serious detriment of the Indian public. Again, the deadly rate war waged by the railways concerned, who are armed with special powers to quote very low rates, with a view to "killing" competition by the Buckingham Canal, on which large sums of Indian money had been previously spent, and by coastal vessels on the east coast, are further examples of how the railway policy has relentlessly pursued the establishment of their sole monopoly.

Even the interests of the ports are not spared in this policy of capturing traffic, and the complaint in the latest administration report for the port of Calcutta about railways capturing coal for an all-rail route by the manipulation of freights is illustrative of what I have said above.

In regard to the minor ports, I should like to refer to the argument about the physical condition of the Indian coast

not premitting of more ports. That is only partially true. Ports such as Cochin, Chittagong and Vizagapatam, which afforded excellent natural facilities, were not developed until very recently. As far back as about 1870, schemes were submitted to the Government for their improvement, and their development was recommended by harbour engineers of repute, as each of them affording excellent natural facilities. Yet, in spite of this, their development was not taken in hand until quite recently, that is, about half a century after the schemes were first mooted.

I wish to emphasise that it is not physical condition that has retarded the development of more ports on the coast of India, but lack of definite and bold policy on the part of the authorities in the face of divergent interests.

I have frankly criticised the railways and the ports, and I should like to end on a constructive note. It is high time that the Indian railways and the Indian port authorities realised the value of co-ordination between the various forms of transport. The full extent of the value of such co-ordination has been realised all the world over, and in other parts of the world the result has been the development, by means of cheaper forms of transport, of traffic which could not otherwise bear the high cost of railway transport and therefore, but for such co-ordination, would have been choked. In India, conditions particularly require the development of cheaper forms of transport, and if this were attempted under the fostering care of the Government, as has been done in other countries of the world, railways would find that they would benefit all the more by such a healthy development of traffic rather than by the present artificial and even

unhealthy development of railways and ports.

Mr. D. Ross-Johnson, C.B.E., Said :—
I am afraid my experience in Madras is very ancient. I remember standing on the verandah of the railway office when a cyclone broke up the harbour in 1883. The harbour was redesigned and reconstructed and since then Madras has really become a great port.

As one whose fortune it has been to administer a British port for the last twenty years, it gave me great pleasure to hear the author's account of the ports in India. I felt envy when he was able to tell us that seven major ports deal with 91 per cent. of the total trade of British India. It may not be generally known that in the United Kingdom there are, I think, 121 ports which the Board of Trade consider of sufficient importance to classify separately in their statistics. India is a bigger country than England, but it is, I think, a great asset that it should be able to concentrate its administration and its capital expenditure into these few ports. If anyone could examine the figures of wasted expenditure in the United Kingdom in providing facilities at ports for dealing with trade which is already fully catered for in neighbouring ports, all the cost of which has to come out of the consumer's pocket, I think those interested in Indian ports would have a great deal to be thankful for. The uniformity of administration in Indian ports is another good point. We have every form of administration in England, except state ownership. Our methods of administration can be classified under six different heads, and all have their good points, but when you see them all working alongside each other, you see there are disadvantages.

As regards the actual working of the Indian ports, all of us who have followed reports and statistics, have for many years admired the systematic and economical way in which the work has been done in all these Indian ports. When administering Bristol I had the pleasure of visits from the Chairman and officers of various ports in India, and I often found that I learnt more from conversation with them than they could learn from what I showed them. When the new constitution of India functions and has to deal with this question of the administration and constitution of their ports, the new Government will be fortunate to find that they are in the condition in which they are being maintained by their present very able administrators.

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Sir Leopold H. Savile, K.C.B., said :— I had the opportunity during the period of fifteen years that I was in Bombay engaged on the construction of the Alexandra Dock of reporting on several of the minor ports, including Vizagapatam and Cochin, and I think they show that Sir Charles may possibly be unduly pessimistic when he thinks it improbable that any existing minor ports are likely to develop into major ports. I do not think anyone visualized thirty or forty years ago that either Cochin or Vizagapatam would ever become a major port, although the undeveloped trade facilities there were extremely good for wide development.

I should like to say one thing which bears upon the co-ordination and central administration of these harbours and ports, with which I fully agree. Not being an administrator, I cannot speak with any particular authority on the matter, but I have some experience of the engineering side. The difficulty that I have experienced is that when any port, especially a minor port, requires advice on engineering problems, there is no recognized authority with the necessary engineering experience to which they can go for advice. Port Trust engineers have advised in the past, but it is not unusual for the advice they have given to be either pigeon-holed or deferred owing to want of funds to carry out the scheme. If there were a central authority to which questions of any proposed development of ports could be referred, and if this authority could call on the advice of engineers with the necessary experience of harbour and dock problems, they would be in a position to determine which schemes should be proceeded with, from an engineering point of view, provided they were otherwise justified.

Lieut. Commander A.F. Inglefield said :— A question about customs duties. I did not quite gather what the Indian system was, but some years ago I was engaged in port work in Brazil, and there they have a regulation that the import duties belong to the Federal Government and the export duties to the State Government. The bulk of the revenue of the Federal Government comes from these import duties, but one result of the system is that there are inter-State duties between the various States.

The Lecturer replied : I agree very largely with what Sir William Sharpe says as to what is being done in regard to co-ordination. But I am not very much attracted personally by the idea of one large all-India port establishment. I have had experience either directly or indirectly of both methods of working, the large establishment *cadre* with frequent transfers and the smaller *cadre* with greater continuity, and find that there are advantages and disadvantages attaching to both. I have been working for a number of years with the smaller *cadre* or "family" system, where you see a man join as a youngster and rise to a high post, or if, he proves unsuitable, eliminated. There you have personal knowledge of the men, and I think the advantages of that are enormous. For my own part, I would rather have a staff recruited on those lines than be told that I can take my pick from the whole of India. I think the personal element in the working of a port is extremely valuable.

With regard to Mr. Erulkar's question of salt ; he made two points, one the charging of the river due and the other the slow rate of unloading. The river due at Calcutta was imposed purely as a temporary measure, but has proved to be very similar to Mr. Gladstone's income tax.

Though it was hoped to take it off, this has not been found to be possible. The unloading of salt is not within the scope of the Port Trust, the actual unloading being done by firms.

Sir Leopold Savile referred to my possibly somewhat hasty generalization regarding the present minor ports. He may be right and I may be wrong. Some of them may prove to be easily and economically capable of development. But both Vizagapatam and Cochin seem to me to have considerable natural advantages not found at other places. Vizagapatam is a ready-made inlet with some fresh-water discharge, and at Cochin there are the lagoons, so that when the channel is charged from the bar outside the harbour, the fresh-water discharge helps materially to keep it open, especially as there is also the drainage from the hills

behind. Therefore although I naturally hope other places will develop, I cannot see any other port so well provided by nature as these two places. Nearly all the other ports on the Madras coast are in a position where ships dare not come close in in the monsoon, and work with lighters is difficult and expensive.

Commander Inglefield referred to the customs arrangement in South America. I think such a division between the Federal and the State Governments is an excellent idea, and if the Indian Provinces could keep all they could get in the way of import duties, I am sure they would be satisfied! But a high tariff on goods coming into the country is a great handicap to trade, and when that tariff can be lowered, it will be a very good thing for India.

(*Journal of the Royal Society of Arts.*)

Industrial Expansion in the Mysore State

An Interesting Study

THE first public announcement about the 'Industrial policy in Mysore' is contained in the address of the late Dewan Ranga Charlu to the newly formed Representative Assembly in 1881. He said :

".....The old idea that India must confine itself to agricultural produce is giving way to the more correct theory that no country can prosper unless its agricultural and manufacturing industries were equally fostered....."

".....The ordinary routine of the administration of the Government is not the only subject which requires our notice. The development of the various industries on which the prosperity of the country is dependent, equally demands

our consideration and His Highness's Government will be always prepared to give every attention to any suggestions which may be made upon these subjects."

His illustrious successor, Sir K. Sesha-dri Aiyar, under the guidance of His Highness the late Sri Chamarajendra Wadiyar and Her Highness the late Maharani Regent, constructed the Railway lines between Bangalore and Harihar, Bangalore and Hindupur frontier, and Birur and Shimoga, encouraged and consolidated the Gold Mining Industry, induced the establishment of cotton, wollen and silk mills, and arranged to get the Indian Institute of Science established at Bangalore. He initiated

the Hydro-Electric installation at Sivasamudram.

Early in his reign, His Highness the present Maharaja indicated the lines of his industrial policy when he opened the Madras Industrial and Arts Exhibition on the 26th December 1903. "It is time for us in India" he said, "to be up and doing; new markets must be found, new methods adopted and new handicrafts developed, whilst the educated unemployed, no less than the skilled and unskilled labourers, all those, in fact whose precarious means of livelihood is a standing menace to the well-being of the State, must find employment in re-organised and progressive industries."

In 1911 he inaugurated the Mysore Economic Conference which has done so much to the economic and industrial awakening of the people of Mysore.

His Highness, shortly after this, appointed as his Dewan, that eminent patriot — engineer-statesman — Sir M. Visvesvarayya who made powerful use of the machinery of the Mysore Economic Conference and galvanised Mysore into activity for over six years.

He reiterated Government's policy as follows :—

The Intelligence of the people should be developed and their earning capacity and efficiency improved. Occupations should be multiplied and every one who has capacity for work must be made to work. The use of machinery should be rendered popular and more training given in science and in mechanical and industrial pursuits."

The industrial policy of the Mysore Government received a new orientation with the appointment of Amin-ul-mulk Sir Mirza M. Ismail as Dewan. He explained the policy in his first address to

the Representative Assembly on the 14th June 1926, in the following terms :—

".....The economic question stands first among all our questions; and it will continue to receive our constant and careful attention. To take the simplest, the most obvious and yet the most neglected of matters, the production and use of the necessities of life within the State. Home production, manufacture and use of necessities of life, are the triple root of material prosperity, and the basis of all other forms of prosperity. The first step towards the larger attainment of such prosperity is the improvement of means and methods of agricultural production. To this, the Government will give all possible help.....But the success of such necessary movements depends less upon State patronage than upon individual initiative and work, not only for one's own benefit, but for the benefit of the country at large.....

".....Government will be ready to respond to any well-considered and practical suggestion for the encouragement of local enterprise, either in the field of large-scale manufacture or commerce, or in the field of indigenous arts and crafts".

Pursuant to the policy laid down by the Rulers and Administrators of the State, the State under-took to start a number of industries. For the sake of convenience, the State-aid to industries may be considered under the following heads :

- Pioneering of industries under State management.
- Assistance given to private enterprise.
- Indirect help of a general nature.

STATE ENTERPRISES

1. The Cauvery Power Scheme. The Government of Mysore are almost the pioneers of hydro-electric development in India. For the past 35 years they have

been generating hydro-electric power and distributing it to the various industries and other purposes. Recently the distribution of electricity is being extended to small towns and hamlets so that the benefits derived by the people in towns may also be available for the poor villagers far away in the interior. This rural electrification scheme has produced rapid results. Spread of electricity in rural parts has always meant a change in the outlook of the rural population of the State.

The present output of power at Sivasamudram where the Cauvery Falls have been harnessed for the production of power is 45,000 H.P., which may shortly be increased to 50,000 H.P. There are at present some 2500 power installations in the State of Mysore. A recent industrial activity of the Electrical Department is in the field of manufacture of transformers that are generally used by the Department itself.

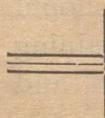
Mention should be made of the starting of three new industrial concerns in Bangalore which are closely associated with the electric development in the State. These are (a) the Hindustan Electric Accumulators Manufacturing Company for the manufacture of storage batteries, (b) the Mysore Lamp Works for the manufacture of electric bulbs and (c) the Mysore Neon Sign Ltd., for the manufacture of Neon Signs advertisement. The last company is responsible for the magnificent Neon Sign illumination of the frontage of the new Mysore Dasara Exhibition Building at Mysore.

The Mysore Iron and Steel Works commenced operations in 1923. On account of the absence of coking coal in South India, the fuel used for smelting purposes at Bhadravati is charcoal, obtained from the forests in the neighbourhood as well as by the destructive

distillation of wood. The pig iron thus produced is of very superior quality with close grained structure practically free from phosphorus and sulphur and commands a higher price in the market over the ordinary varieties of coke pig iron. The bye products of wood distillation are acetate of lime, wood tar and methanol. Since the installation of the original plant several new units have been added with a view to find a ready outlet in more finished form for the raw materials. These consist of pipe foundry plant, alcohol refinery, tar plant, general foundry and machine shop for the manufacture of castings and the most recent addition being the modern steel plant for rolling standard steel sections having a ready market in the South Indian markets.

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The establishment of the Iron and Steel Industry has naturally given impetus to the growth of other industries. As has been announced by the Government, a Paper Mill and Cement Factory will also be soon started at Bhadravati.

The Cement Factory will form a part of the Iron and Steel Works. It is expected to cost Rs. 5.5 lakhs and will produce about 20,000 tons of Portland cement annually. The slag, a waste product of the Blast Furnace produced in the course of the manufacture of pig iron, forms an economic raw material for the manufacture of cement. There is also an abundant deposit of suitable quality of clay and limestone available close to Bhadravati. Hence the location of the Factory here and its association with the Iron and Steel Works have distinct advantages. There is considerable saving in capital investment also, on account of auxiliary facilities and services already available.

The Paper Mill will be a Joint Stock Concern sponsored by Government. The Tramways of the Iron and Steel Works running through the forests will serve to transport the raw material required viz., bamboo, and the paper mill, will also have the benefit of the mechanical shops of the works, for the maintenance of their machinery, etc.

Thus Bhadravati is gradually fulfilling the hopes of its originators of developing into the most important industrial centre of Mysore.

Yet another industry of great importance to the State is the Sandalwood Oil Industry. Mysore had been famous from times immemorial for its sandalwood, *santalum album*,—an ever green tree mostly flourishing in the elevated regions of the forests of South India. It takes 30 to 40 years for the tree to mature growth and its growth is the monopoly of Government.

The Mysore State holds monopoly of 7/8ths of the world production of *santalum album*.

At present there is only one factory in Mysore working throughout the year with a rated output of more than 120,000 lbs., of oil. The gross revenue earned by the Government of Mysore is about 18 lakhs of rupees every year.

Mention should be made of the three other industries in which Government have taken shares and which are to be included amongst big industries in the State. 1. The Mysore Sugar Company (Government subscription to the share capital is 60%) 2. The Mysore Paper Mills Ltd., (Government subscription to the share capital is 10%) 3. The Mysore Spun Silk Mills Ltd., (Government subscription to the share capital is 10%). Another State enterprise which is of great importance from the point of view of industries is the Mysore Railways.

The State has encouraged many minor industries. There is a Government Soap Factory at Bangalore. There is also a Porcelain Factory. The Government have also encouraged Silk Industry. The Electric Factory, the Bandanaval Spinning Circle, etc., also give evidence of the Government's solicitude in this matter.

THE FUTURE

The Industrial future of the State of Mysore is full of hope and promise. The schemes for development of hydro-electric power at Jog, Lakkavalli, Krishnarajasa-gara and Shimsha-valley are all awaiting sanction of Government. This will mean cheaper electric power which will be available for the development of rural areas. Electric power will be available for the needs of electro-chemical industries like the manufacture of ferro-chrome, ferro-manganese and other alloy steels, manufacture of aluminium, caustic-soda

and bleaching-powder and other chemicals. Use of power alcohol is no longer a matter of theoretical speculation but a problem claiming early settlement for a place alongside of petrol. Another important industry which is under consideration of Government is the manufacture of Sulphuric-acid and Ammonium-sulphate, the latter being one of the important chemical fertilisers. The manufacture of refractory materials, like silica bricks, magnesite bricks and other varieties suited for furnace linings are likely to be taken up in the near future. Utilisation of an available bye-product which is now going to waste at Mandy, viz., carbon-dioxide for the manufacture of dry ice, is a subject to be tackled very soon. Other schemes of industrial development are intimately connected up with the development of Bhatkal Harbour, and the Mysore Rail-

way system getting a connection to the South Indian Railway system. The provision of adequate industrial finance at a cheap rate of interest is another matter which is under the consideration of the Board of Industries and Commerce. Lack of cheap coal, necessity to purchase costly petrol, absence of workable salt-deposits, the land-locked position of the State of Mysore, dependency on the Government of India measures in fiscal matters, the keen competition of foreign manufacturers are some of the factors which are always affecting the development of any particular industry in the State of Mysore. These limiting factors exist and will not deny themselves. But in spite of them the considerations in Mysore are particularly favourable for further industrial expansion.

(*"Hindu"—Mysore Special Supplement.*)

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Changes in England during the Nineteenth Century

INTERESTING SIGNS OF PROGRESS

By Gerald Ritson.

WHEN thinking of the wonders of this Century and the great advances made by science, for instance, the wireless and the commercial aeroplane, it is interesting to consider the great progress which was made in the first half of the nineteenth century. The surprising inventions of that period are taken to-day as matters of course.

For about forty years after the Napoleonic Wars England was occupied with matters of a domestic nature, a not unusual state of affairs after any war.

One of the most important changes which took place was the increase and improvement in methods of travel. Of special interest to our ancestors in this part of the country was the adaption of steam as a means of locomotion for ships instead of sail. It is noteworthy that we are told that it was not for some time after steam had been used for commercial and passenger ships that our battleships ceased to be propelled by sail power.

We are all familiar with the history of the building of the locomotive engine. The first railway for passengers was a line between Stockton and Darlington in 1825, but for some years before that small engines had pulled trucks of coal.

The second railway was that between Liverpool and Manchester, and by about 1850 the railway was a common method of travel. When we compare the speed of our first railway trains, which was about eight miles an hour, with that of the "Silver Jubilee" we can realise the enormous advances which have been made.

Another marvel of the last century, and it was a marvel then, was the penny

post; this was followed by the first telegraph services, which in those days were in the hands of private companies.

It is extraordinarily difficult to realise what it must have been like to require several days to travel from Newcastle to London and to be unable to send a telegram to say that the destination had been reached. Compared to us, travellers and correspondents must have been long suffering in those days. Perhaps we are too pampered. We complain if our train is ten minutes late, we protest vigorously if our trunk call takes longer to connect than we consider it should, in fact we take the marvels of the age as a matter of course.

We quite frequently hear people say that they hope they will not be living when science will have achieved something else which rather alarms them, and it is probably true to say that we are like the people for whom water has a fascination, we are drawn forward almost against our will.

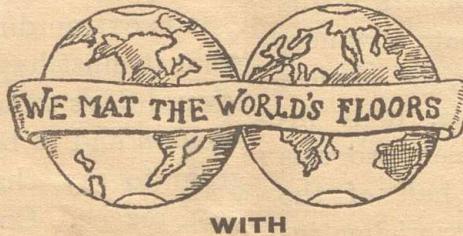
It is so difficult to maintain a true perspective, we cannot stand still and we are a little frightened of what lies before. Probably what troubles us all in our heart of hearts is a fear that we are moving forward to a time when even the privacy of the mind has gone, when we have ceased to be ourselves, when television and other kinds of vision compel us all to mould ourselves into one pattern, when we are almost robots. If that is what lies ahead then surely for our own good we must fight all science which will ultimately sap our individuality; but that time has not yet arrived, and there are many, many ways in which science can help us, and we must look to the future trusting our common sense and our instincts to warn us of hidden dangers.

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Year.	Exports from India to Czechoslovakia	Imports from Czechoslovakia to India	Balance in favour of India
<i>(In millions of Czechos. Crowns.)</i>			
1925	1054	190	864
1926	777	280	497
1927	781	259	612
1928	871	264	517
1929	997	261	736
1930	674	169	505
1931	376	134	242
1932	230	100	130
1933	256	77	179
1934	314	94	220
Total	6,330	1,128	4,502

The total of the trade balance between India and Czechoslovakia in the last 10 years from 1925 to 1934 is as follows:

Imports from India	£ 52,500,000 or Rs. 70 crores
Exports to India	£ 15,000,000 or Rs. 20 ,,
Balance in favour of India	£ 37,500,000 or Rs. 50 ,,

In the last 10 years Czechoslovakia has bought from India goods in value of 70 crores of Rupees and sold only 90 crores of Rupees, balance in favour of India 50 crores of Rupees.

The main articles exported from India to Czechoslovakia are :

Rice	Rs. 80	lakhs	year.
Jute	Rs. 74	„	„
Oil seeds	Rs. 59	„	„
Rubber	Rs. 13	„	„
Hides & Skins	Rs. 9	„	„

Articles imported from Czechoslovakia to India :

Glass goods	Rs. 23	lakhs	year
Iron goods	Rs. 11	„	„
Leather goods	Rs. 8	„	„
Paper	Rs. 8	„	„
Machinery	Rs. 7	„	„

ALLEPPEY PORT.

Steamer-Movements—September, 1936.

Date	Name of Vessel	Tonnage	Coming from	Bound for
1—9—1936	S. S. Lanterfels	3849	Cochin	Trivandrum
1—9—1936	„ Tunni	724	„	Bombay
2—9—1936	„ Jalapadma	2336	„	Rangoon
3—9—1936	„ Sophie Marie	677	„	Bombay
4—9—1936	„ Subedar	3397	Tuticorin	„
4—9—1936	„ Cambay Star	320	Cochin	„
6—9—1936	„ Nawab	3424	„	Calcutta
6—9—1936	„ Clan Macbrayne	2978	„	Tuticorin
7—9—1936	„ Indira	278	„	Bombay
8—9—1936	„ City of Leicester	1994	Colachel	London
9—9—1936	„ Golconda	3203	Bombay	Rangoon
10—9—1936	„ Oostcappelle	348	Cochin	Bombay
12—9—1936	„ Goalpara	3216	Tuticorin	„
13—9—1936	„ Clan Ranold	3379	Marmagoa	London
14—9—1936	„ Birmania	3065	Rangoon	Italian Ports
14—9—1936	„ Hashemi	298	Calicut	Karachi
15—9—1936	„ Victoria Marie	882	Cochin	Bombay
16—9—1936	„ Jalarashmi	2681	Bombay	Calcutta
16—9—1936	„ Homefield	3228	Tuticorin	Bombay
17—9—1936	„ Myrmidan	3448	Singapore	U. S. A. Ports
19—9—1936	„ Jalaganga	3080	Rangoon	Bombay
19—9—1936	„ Tanfield	2776	Tuticorin	„
19—9—1936	„ Gharmida	3212	Cochin	Calcutta
19—9—1936	„ Haideri	912	„	Bombay
22—9—1936	„ Netravalli	699	„	„
23—9—1936	„ Clan Ranold	3397	Calicut	London
23—9—1936	„ Sophie Marie	677	Cochin	Bombay
24—9—1936	„ Moormahal	3380	Tuticorin	Bedi Bunder
25—9—1936	„ Bahadur	3397	„	Bombay
26—9—1936	„ Tunni	724	Cochin	„
27—9—1936	„ Oostcappelle	348	„	„
29—9—1936	„ Almkirk	4046	Mangalore	Australian Ports

ALLEPPEY PORT.

Foreign Export Statement for September, 1936.

Places to which Exported	Coir Yarn		Coir Mats		Coir Mattings		Coir Rugs, Carpets, etc.		Fibre and Fibre Mats		Rubber	
	Quantity cwts.	Value Rs.	Quantity cwts.	Value Rs.	Quantity cwts.	Value Rs.	Quantity cwts.	Value Rs.	Quantity cwts.	Value Rs.	Quantity lbs.	Value Rs.
United Kingdom	7,428	77,638	10,409	2,05,391	3,506	1,02,812	15,269	3,79,489	218	2,638		
Australia	330	3,300	498	11,332	983	32,675	51	1,710				
U. S. A.	340	3,600	715	12,102	204	4,500	5	150	62	1,470	2,53,150	94,931
Germany	5,520	54,985									43,435	16,288
New Zealand			205	3,915	188	6,275	48	1,615				
St. Settlements			24	240	11	250						
Norway	75	750	209	2,620	32	850	14	300				
Egypt	390	3,900	41	1,520	5	150						
Sweden	120	1,300	300	4,310	10	270	6	180				
Belgium	999	9,290			57	1,900					22,083	5,520
Ceylon												
Holland	3,342	34,565			174	2,930						
France												
Portugal	195	1,950										
Africa	360	3,530	265	12,190	190	6,321	19	715				
Sicily			4	100	21	350	9	150				
Japan												
China	15	150										
Italy	1,263	13,440										
Greece	30	300										
Austria	627	7,190										
Mesopotamia			39	530	605	16,600			1	20		
Denmark			104	2,080	6	200	10	325				
Persia							4	120				
Finland							29	96				
Total ...	21,034	2,15,888	12,813	2,56,830	5,992	1,83,083	15,464	3,84,850	281	4,128	3,18,668	1,16,739

FOREIGN EXPORT STATEMENT.

(Concluded)

Places to which Exported	Tea		Cashew		Minerals		Pepper		Turmeric		Textiles	Miscellaneous
	Quantity lbs.	Value Rs.	Quantity lbs.	Value Rs.	Quantity Tons	Value Rs.	Quantity cwts.	Value Rs.	Quantity cwts.	Value Rs.	Value Rs.	Value Rs.
United Kingdom	12,257	6,128	5,370	3,125	26	5,100	400	6,408			1,160	20
Australia			1,150	575							8,852	
U. S. A.												
Germany												
New Zealand												
St. Settlements												
Norway												
Egypt												
Sweden												
Belgium												
Ceylon												1,585
Holland												
France												
Portugal												
Africa												
Sicily												
Japan												
China												
Italy												
Greece												
Austria												
Mesopotamia												
Denmark												
Persia												
Finland												
Total ...	12,257	6,128	6,520	3,700	26	5,100	400	6,408	200	1,000	10,126	1,605

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