

prices. The actual volume of exports may be different from what was contemplated in the agreement. This has been the almost universal experience that this country has of the numerous trade agreements into which she entered during the last three of four years with certain European and other countries with the object of establishing direct trade relations with them. It would be interesting to know what steps Mr Senanayake's Government have in view to implement their commitments—to put it objectively, how they propose to acquire the rubber that they are undertaking to supply China every year.

Much speculation has been caused by the report that Ceylon will get for her rubber 32d. per lb. in the first period of the agreement. This is higher than what she can get anywhere else. The rubber market, however, is not likely to be influenced by the withdrawal of these supplies from Ceylon as the existing US agreement to buy 7,000 tons of rubber a month from Thailand will come to an end in December. This is not expected to be renewed and hence Thailand will more than fill up the gap to be caused by Chinese purchases.

Wanted : A Price Formula

A formula by which prices of sugarcane could be based on the recovery of sugar, was the problem set by the Food Minister to the sugar technologists at the annual convention of the Deccan Sugar Technologists Association held in Poona last week. This will enable India to compete with other sugar producing countries in the world market, he said. The problem, though intriguing, will puzzle laymen. What is the test of efficiency in the manufacture of sugar by which we fail that sugar produced by our mills is priced out from world markets? Sugar prices in India are highest, it is often alleged, among the sugar producing countries. Why is it so? Is the sugar recovery poor, or is sugarcane that is grown here so inferior in quality? Or is it a combination of both and is the high price of cane the biggest stumbling block?

If the solution that Shri Kidwai is seeking is payment for sugarcane according to the sugar it contains, the idea sounds sensible enough. By solving it, technologists would be helping the industry and encouraging cultivators to produce better quality cane at the same time by

making quality control a feasible proposition. This will require, presumably, some sort of a gadget to measure the sucrose content of sugarcane, something which is simple, practical and easy to operate. The price of sugarcane, however, cannot be fixed on the basis of recovery of sugar. For that will mean penalising the cane grower for the inefficiency of the mills. A contributor in the Diwali number of this paper worked out the annual losses resulting from inefficient extraction. Ever since 1942-43, the percentage of recovery had been going down. The losses arising from inefficient extraction were only 22.41 per cent of bagged sugar in that year. In 1947-48 the percentage had gone up to 25.08 and in 1950-51 it was still as high as 24.47. Then, again, how far is the sucrose content of sugarcane a matter of the seasons? There are wide variations in it from year to year.

About the cess on sugarcane the above contributor had some very hard things to say against the State Governments swallowing it up. This is what Shri Hirachand said about the Government of Bombay: The Government collected Rs 60 lakhs annually from less than a

score of sugar factories in the State and yet nobody knows as to what amount is spent on cane and on research on sugar. His demand that Deccan Sugar Technologists Association should receive a liberal subsidy from the cane cess fund appears unexceptionable. How can the State Government actually swallow up public funds in this manner? After all a cess is an imposition for a specific purpose, and its proper use should be as sacrosanct as use of trust funds.

Births and Deaths

Sample Census

A RANDOM sample of births and deaths will be taken in Bombay State between 3rd and 10th of the month in 28,677 sample households during a period of one year immediately preceding the last Divali Day. Data will be collected from villages and towns of 17 different talukas and petas of five selected districts—Kanara, Kolhapur, Poona, Surat and Saharkantha of Bombay State.

The object of the survey is to arrive at a more accurate estimate of the true birth and death rates than that provided by current

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known to be defective. It is one of the steps towards developing and improving a systematic collection of statistics bearing upon the growth and size of population.

The survey will be conducted 'by the Superintendent of Census Operations for Bombay, Saurashtra and Cutch, Mr J. B. Bowman, I.C.S., who has been appointed by the Government of Bombay as an Officer on Special Duty to review the existing organisation and methods of registration of births and deaths, and submit proposals for the changes that might be necessary for improving the births and deaths registration.

The total number of households in Bombay State, according to the 1951 Census, was 7,150,177 and the number of sample households selected this year is about 1/2493 of the total. The selection has been done by the random sampling method.

Export Market for British Jets

THE export sales potential of British jet and turbo-jet airliners is rapidly coming to light. Fan American has placed its first order for de Havilland Comets and

Britain to discuss the purchase of Vickers Viscount turbo-prop airliners and other gas turbine planes.

So far 52 Comets have been ordered—21 Comets, 28 of the large Comet 2's, and three of the bigger, longer-ranged Comet 3's. There are options for 17 more Comet 3's. Orders have also been booked for 54 Viscounts, as well as 31 Bristol Britannias. The total value of home and overseas orders for new gas turbine airliners is more than £54,000,000.

The British aircraft industry looks like capturing the world market. Some 2,500 airliners flying the world airlines will need to be replaced within the next five to ten years and the British industry is sure to capture a large part of the replacement orders.

jet and gas turbines are also being exported 'invisibly', through licensed production in many countries overseas. Italy, Sweden, Switzerland, France and Belgium hold licences to produce one or more of these engines. US is also on the list of countries producing under licence.

in jet engine development has been given with the partial removal from the secret list of a new type of jet engine constructed on the fuel by-pass principle. This gives more power for less fuel.

The Rolls-Royce Conway is the first engine of this type to be built. It has not come into the market yet, but soon it may. All details of its thrust, design and precise workings are still secret. But it is known that the by-pass system results in a more complex engine than the straight turbo-jet, although it yields greater efficiency over wider ranges of speed and height than the ordinary jet. The object of by-pass is to increase the mass flow of the working liquid,—the air with its gaseous combustion products—passing through the engine, without any corresponding increase in fuel consumption. A huge increase in efficiency and economy is thereby brought about.

Americans have begun to feel that their air carriers must get together and finance an American jet prototype, if they are not to be left behind.

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