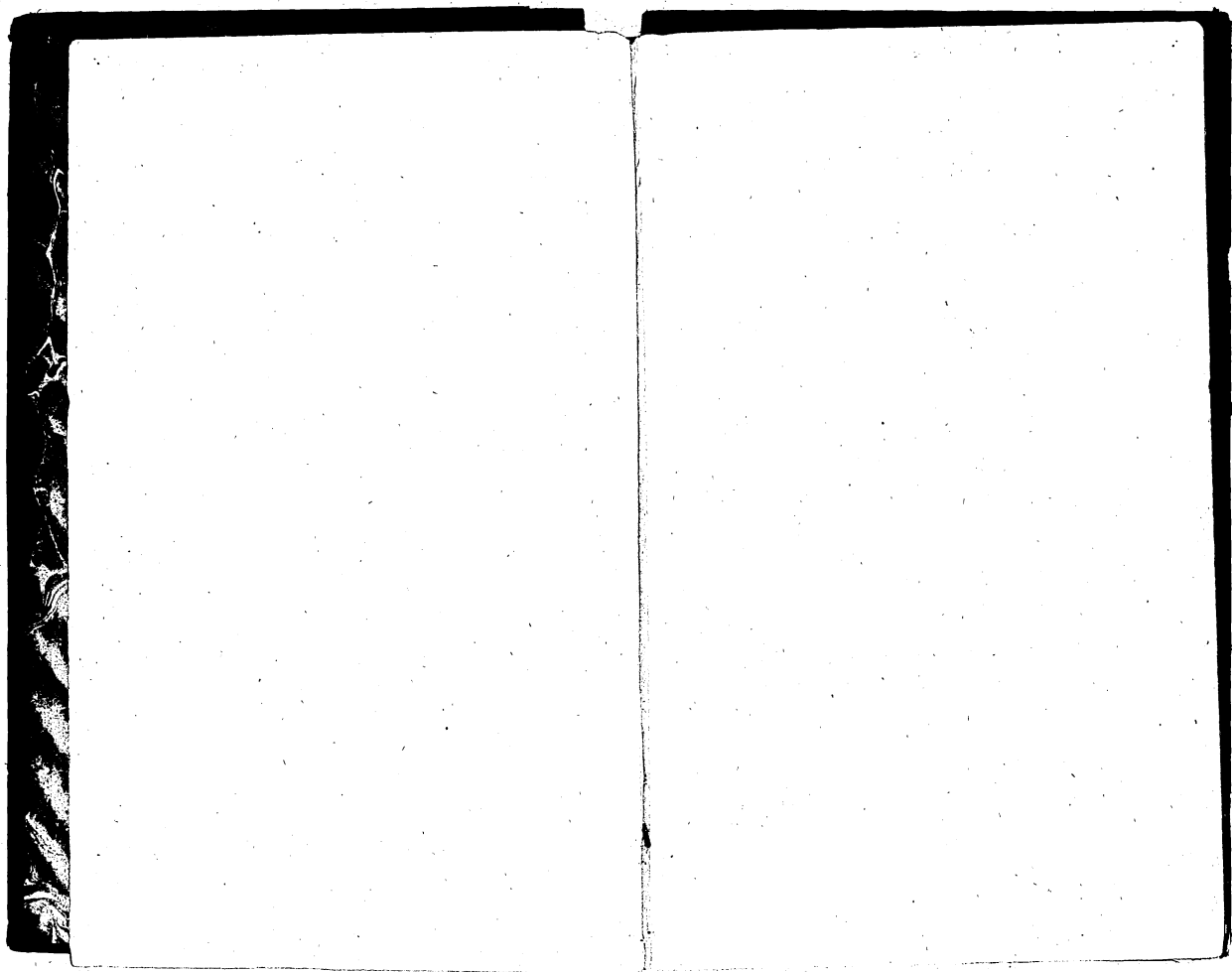


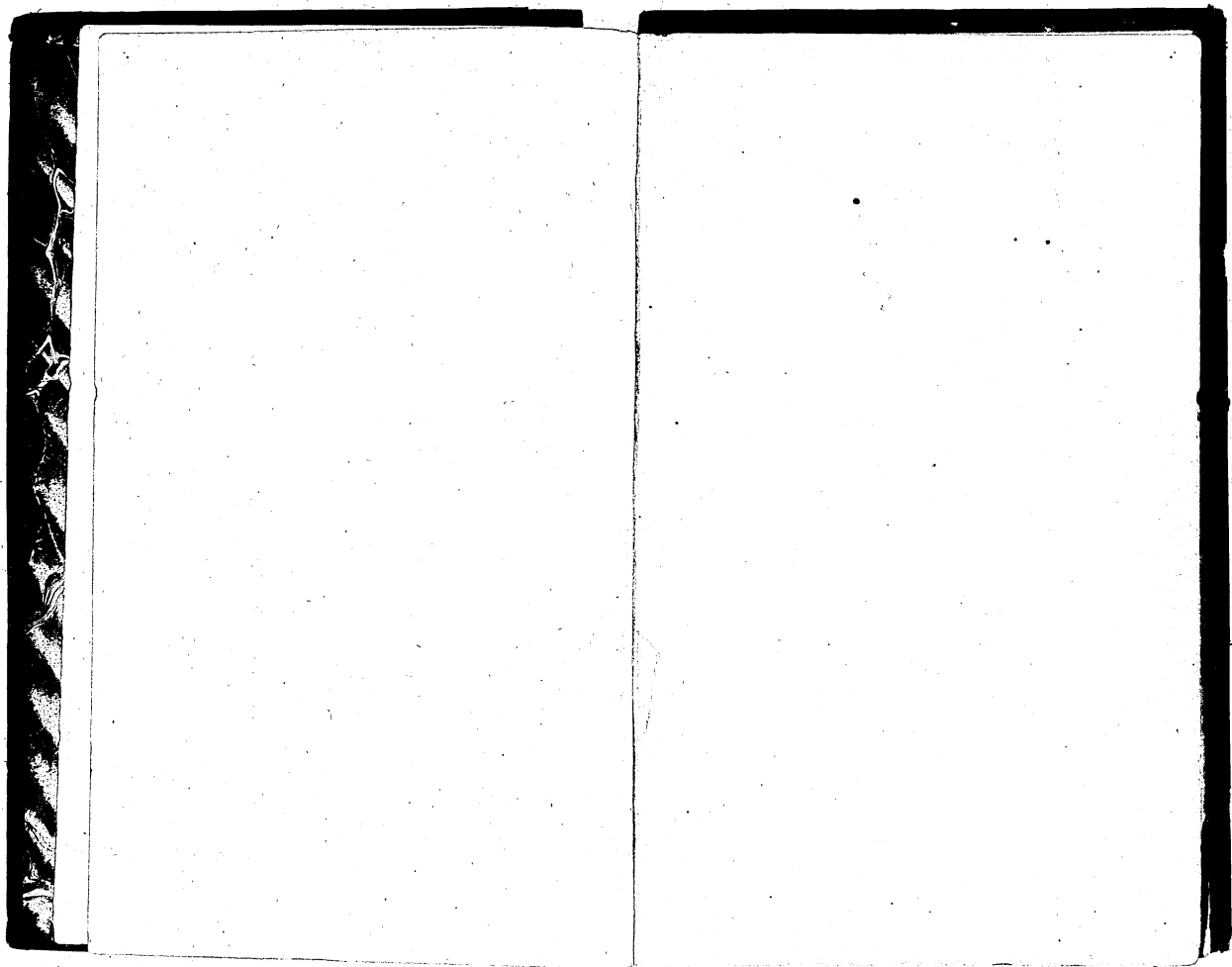
HALF-YEARLY REPORT
OF THE
BENGAL CHAMBER OF COMMERCE
19 MAY 1854.



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Proceedings of a General Meeting of the Bengal Chamber of Commerce, held on Thursday the 18th of May 1854.

JAS. J. MACKENZIE, Esq., President, in the Chair.

THE Report of the Committee for the Half-year ended 30th April having been read, the following Resolutions were unanimously carried.

1.—That the Report of the Committee be received, printed, and circulated.

2.—That the appointment by the Committee of Mr. Wood as Secretary to the Chamber, in the room of Mr. Robinson resigned, be confirmed.

3.—That the thanks of the Chamber are due, and be given, to the late Committee for their able services during the past year.

4.—That the following Gentlemen form the Committee for the ensuing year.

Mr. Jas. J. Mackenzie,..... *President.*

„ D. Mackinlay, *Vice President.*

Messrs. D. Cowie, C. B. Skinner, W. Blundell, C. H. Bailey, and J. P. McKilligin.

After a vote of thanks to the Chairman, the Meeting separated.

H. W. J. WOOD, *Secretary.*

BENGAL CHAMBER OF COMMERCE.

HALF-YEARLY REPORT OF THE COMMITTEE.

YOUR COMMITTEE has now to submit to the Chamber of Commerce its Report for the Half-year ending the 30th April.

Appended to the Report will be found the correspondence that has taken place between your Committee and the several Departments of the Government, on various subjects of interest to the Commercial Community.

Your Committee regrets to report that the action of Government on most of those subjects, so brought to its notice, has as yet been chiefly confined to promises; but it believes that ere long more substantial proofs will be given of official attention to the development of the commerce and resources of the country.

In Appendix A. is given the result of the survey of the Mutlah. The report of the Committee, appointed to inquire into the state of the River Hooghly, has been delayed by circumstances beyond the Committee's control, and, until that report is published, it would be premature in your Committee to allude further to the subject.

Survey of the
Mutlah.

There is one consideration however connected with that inquiry, that will before long command the earnest attention, not only of the Mercantile body, but of all classes connected with Calcutta. Your Committee refers to the transfer of the trade of the Port to the right bank of the River, that will—slowly perhaps but surely—follow on the completion of the line of Railway from Howrah to the Upper Provinces, unless both banks are made to participate equally in the advantages of the Railway.

The depreciation of property in Calcutta would in that case be so enormous, that it behoves all interested to grapple with the difficulty betimes.

Your Committee is inclined to think, that the best mode of securing this equal participation in the benefits of the Railway, would be to have a short branch line from Calcutta to join the present one, crossing the River by a Bridge, a little below Pultah Ghat, and to leave the communication between the two banks here to be kept up by means of efficient steam Ferries. It may be well that the Chamber should put itself in early communication with the authorities of the East India Railway on the subject.

The East India and China Association, in a late report, states that the hopes held out by the Peninsular and Oriental Company of a change in the dates of the departure from hence of the Mail Steamers, have been realised, and that those dates will be for the future the 8th and 22nd of each month. The subject, however, still requires the earnest attention of the Chamber.

Ship-burning. Your Committee has had further correspondence

Peninsular
and Oriental
Company's
Steamers.

with the Government on the subject of Ship-burning. The letters are given in Appendix C., but the subject still remains—where it has been since 1851—under the consideration of Government.

The same remark applies to the extension to India of the Enactment abolishing the laws against usury.

Your Committee had hoped by this time to have been able to congratulate you on the rapid progress towards completion of a new Custom House Ghât; but although its construction has been sanctioned by Government, it cannot now be even commenced till after the next rains, the whole of the dry season having been totally lost.

Appendix D. includes a correspondence on the subject of Sheds on the Custom House Ghât. It will be observed, that the Government exhibits a singular and, by the official letters, unexplained repugnance to accede to the earnest wishes of the Commercial body to have that accommodation; and defers the further consideration of the matter till the Ghât shall have been completed. For the convenience of trade, it is of importance, however, that the construction of the Ghât and Sheds should go together; and the accommodation in question is well worthy of the continued attention of the Chamber.

With reference to the correspondence, relative to the Calcutta Canals, appended to your Committee's Report of 1st November, your Committee has much pleasure in informing the Chamber that the new Canal therein adverted to has been sanctioned, and will prove of great advantage to that traffic.

Custom
House Ghât
and Sheds.

Administra-
tor General's
Act.

The correspondence of your Committee with the Chambers of Commerce of Madras and Bombay, relative to the proposed Administrator General's Act, is given in Appendix E; and as the reports of the Governments of both those presidencies relative thereto have now probably been received by the Supreme Government, your Committee may reasonably express a hope that the publication of an amended Draft Act will not be much longer delayed.

Soonderbund
Rivers.

The state of the Soonderbund Rivers, with reference to boat traffic, having been brought to the notice of your Committee, application for information was made to Government. That information was at once given, and appears in Appendix F.

Marine Bills.

A long correspondence on the subject of the payment of Marine Bills will be found in Appendix G. The various suggestions of the Committee have not been adopted by the Superintendent of Marine; but the main object, that of the more expeditious collection of dues and payment of re-funds, appears to have been attained by other methods.

Dak Routes.

The question of the comparative merits of the Raepore and Jubbulpore routes has been already before the Chamber; and your Committee will therefore only remark, that the agitation of the question has been productive of good, inasmuch as strenuous exertions have been successfully made by the Post Office authorities, to accelerate the speed of the Dak by the Jubbulpore route. The correspondence appears in Appendix II.

Interest on
Sicca Loans.

At the request of some Members of the Chamber, a communication was addressed by your Committee,

to the Financial Secretary to Government, respecting the mode of paying interest on Sicca Loan Notes in the Mofussil. The inquiry and reply will be found in Appendix I.

Your Committee has had an unsatisfactory correspondence, (as given in Appendix K.) with the Board of Revenue, on the subject of the Clearance and Delivery of Opium.

Clearance
and Delivery of
Opium.

The facilities asked are so reasonable, particularly that of opening the Godown for delivery at an earlier hour, that your Committee cannot refrain from expressing some surprise at the Board's indisposition to grant them. Your Committee, however, trusts that, on further consideration, the Board will see fit to meet the wishes of the Chamber.

It will be of importance to some parties to know, that Silk and Silk Piece Goods can now be landed at Southampton, and conveyed in Bond to London; and your Committee therefore publishes, in Appendix L., a communication from the East India and China Association of London.

Transit of
Silk, &c., in
Bond.

The very important question of Export Duties has engaged the serious attention of your Committee, and a letter has been addressed to the Government of India, through the Secretary in the Home Department, urging their repeal. Connected with this subject is that of the duty levied on Cotton imported from Native States, in Upper India, across the Company's frontier; and also that of the heavy Transit Duties, levied by every petty independent chief: and a representation has been made to the Supreme Government, through the same channel, suggesting

Export and
Transit Duties.

the abolition of the import duty on Cotton, and an authoritative adjustment by the Executive, of the dues levied by Native Princes under British protection. To these communications there has not been time for receiving any reply; but the letters are given in Appendices M. and N.

The want of an authorised scale of tonnage, as a guide in the absence of a special contract, had long been felt by the Commercial Community. That want has been supplied by the scale adopted at the General Meeting of the Chamber, held on the 28th February, to commence on 1st September of this year. The scale is given in Appendix O.

Returns of
Stocks and
Sales.

Your Committee, during the past year, framed a form for returns of Stocks of Goods, held by the Members of the Chamber. With their aid, this return will gradually become a valuable addition to the local statistics of trade.

Accounts,

Appendix P. is a statement of the Financial position of the Chamber, which is encouraging.

Library,

Your Committee has commenced the formation of a Library of works of reference on subjects connected with Commerce; but much still remains to be done.

Your Committee, at the close of this first year of the revival of the Bengal Chamber of Commerce, records its conviction of the great capability of effecting public good, that is inherent in the Chamber, if cordially supported by the Commercial body generally. Much may not yet have been done, for heretofore Government has rarely received,—still more rarely adopted,—suggestions from Commercial

men as a body; but in proportion as the Chamber hereafter shall represent the collective feeling of the Mercantile Community, will the disposition of the authorities to attend to its representations increase.

Your Committee announces, with much regret, the loss to the Chamber of its Secretary Mr. T. M. Robinson, who has resigned in order to join a Commercial firm. Your Committee gladly bears testimony to his intelligent and untiring zeal in the service of the Chamber.

Secretary.

Mr. H. W. J. Wood has been appointed by your Committee to the vacancy, subject to your approval.

JAS. J. MACKENZIE,

President.

BENGAL CHAMBER OF COMMERCE, }
Calcutta, 1st May 1854. }

APPENDIX A.

MUTLAH SURVEY.

No. 902.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Dated Fort William, 1st December 1853.

SIR,—In continuation of the letter from this Office, No. 1398, dated the 20th July last, I am directed by the Most Noble the Governor of Bengal, to transmit herewith, for the information of the Chamber of Commerce, a copy of a letter from Lieut. C. Y. Ward, commanding the Hon'ble Company's Surveying Vessel *Krishna*, reporting the result of his examination of the Mutlah River.

I have, &c.,
(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

TO H. HOWE, Esq.,

Secretary to the Superintendent of Marine.

SIR,—I have the honor to report, for the information of the Superintendent of Marine, the arrival of the Hon'ble Company's Surveying Vessels under my command, having completed the examination of the Mutlah River.

I find that no material changes have taken place in the River since surveyed in 1839; in the upper part or that portion from the Manik Khal to the Attarabanza, there appears to be no alteration; from the Manik Khal to the Sea, does not appear to have been so minutely surveyed; in consequence there appears a difference in the surveys: the banks at the Sandheads remain the same with the exception, that the bar, formerly existing in the Eastern Channel, has apparently been washed away.

The banks at the Sandheads are formed of a very fine sand of a greyish color; in the Channels the bottom is a stiff blue mud, affording good anchoring ground; the banks in the River are also of sand, but with a coating of very soft mud.

It is high water on the fall and change at the Sandheads at 9 hours and at the head of the River at 11h. 45m.; rise and fall at Sandheads 10 feet, at the mouth of the River it is 12 feet, and at the head of the River it is 14½ feet. The tides run with a velocity of 4½ miles per hour during the springs, and about two miles on the neaps.

The least water in the Channel I find to be four fathoms at low water spring tides; there is therefore nothing to prevent Vessels of the largest tonnage proceeding up to the river at all times.

The fair copy of the Survey will be forwarded when complete.

I have, &c.,
(Signed) C. Y. WARD, *Lieut.,*
Comdg. H. Co.'s Surv. V. Krishna.

(True Copy.)

(Signed) H. HOWE,
Secretary.

Fort William,
Marine Supdt.'s Office,
The 16th Nov. 1853.

(True Copy.)

(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

Peninsular & Oriental Company's Mail Steamers.

Calcutta, 22nd November 1853.

To H. P. LOVELL, Esq.,

Agent and Supdt. of the P. and O. Company.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce, to address you on the subject of the despatch of the Mails for Europe, by the Vessels of your Company, which, as at present effected, causes much public inconvenience to all parties present in, and resident at, moderate distances from Calcutta, and must be to those at greater distances most embarrassing from uncertainty as to the latest day for closing the Mails at the Post Office.

By the terms of the new contract of your Company with the Lords of the Admiralty, their Vessels are bound to leave the Sandheads for Sea, at not later than 8 P. M., on the 6th and 20th of each month.

Although the Chamber of Commerce is of opinion, that these dates might very advantageously have been re-placed by those of the 8th and 22nd, yet no objection is urged to the departure of the Steamers from the Sandheads as

now arranged; but the Chamber considers it most objectionable, that the dates of the despatch by the Post Office, of the several Mails, should vary with every despatch, and be dependent on the departure of Steamers as regulated by the state of the River and its tides.

The space of time between the arrival and departure of the in-coming and out-going Steamers with the European Mails, is already quite as limited as is convenient to the commerce of the country, and every day deducted from it is felt as a serious evil.

The public naturally feels, that the Mail service ought to subserv, as much as possible, all its reasonable requirements; and the Chamber of Commerce therefore begs to suggest that your Company should enter into an arrangement with the Post Office Authorities, by which letters would be invariably received at the Post Office, up to the usual hour of closing it, on every 5th and 19th of the month; the letters so received to be dispatched by a Light Steamer, either from Calcutta or Diamond Harbour, as most convenient, to overtake the Mail Steamers.

The Chamber of Commerce feels confident of your personal wish to contribute to the extent of your power to the public convenience, and in that conviction strongly urges upon your serious consideration the subject now brought to your notice.

I am, Sir,
Your most obedient Servant,
T. M. ROBINSON,
Secretary.

Calcutta, 23rd November 1853.

To T. M. ROBINSON, Esq.,

Secretary to the Chamber of Commerce.

SIR,—I beg to acknowledge the receipt of your letter, dated 22nd instant, complaining of the inconvenience the public suffer from the uncertainty of the latest day for closing the Mails of the Post Office.

In reply, I beg to inform you, that the dates of despatch of the Steamers, under the Mail contracts entered into by this Company with Her Majesty's Government, are fixed by the Lords Commissioners of the Admiralty, and I have no authority to make any alteration in them. It must also be kept in view, that any change will necessitate a re-adjustment of the dates of departures from the other ports included in the contracts, and that their interests must also be taken into consideration.

The inconvenience complained of by the Committee of the Chamber of Commerce, arising from the dates of despatch of the Mails from Calcutta, being dependent upon the time of departure of the Steamer, which varies with the state of the River and tides, could be rectified by carrying out the sug-

gestion, to send down the Mails by a small Steamer from Calcutta, or Diamond Harbour, to Kedgeroe or Saugor; but as this is a local Postal arrangement, I beg to suggest that the proper course for the Committee is to apply to the Government on the subject. I shall forward a copy of your letter to the Directors of the Company for their consideration, and should they be inclined to meet the views of the Chamber, I shall have much pleasure in assisting in carrying out the necessary arrangements.

I am, Sir,
Your obedient Servant,
(Signed) HENRY P. LOVELL,
Agent and Superintendent.

BENGAL CHAMBER OF COMMERCE,
25th November 1853.

To H. P. LOVELL, Esq.,
Agent and Supdt. P. and O. Company.

SIR,—I am directed by the Committee of this Bengal Chamber of Commerce, to acknowledge the receipt of your favor of the 23rd instant, and to express their thanks for your promise to bring the subject of their communication to you of the 22nd instant to the notice of the Directors of your Company.

The Committee will be very much obliged if you will supply them with the information as to the exact number of days during which each of the Mail Steamers of your Company has been kept at Suez awaiting the arrival of the Mails from Europe for the last 10 or 12 months of their different voyages.

I am, &c.,
(Signed) T. M. ROBINSON,
Secretary.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 6th March 1854.

To H. P. LOVELL, Esq.,
Agent and Supdt. P. and O. Company.

SIR,—Referring to my letter to your address of the 25th November last, I shall feel extremely obliged by your informing me, if you have had any communication with the Directors of your Company, on the subject of the date of departure of Mail Steamers for Suez from this Port.

I am, &c.,
(Signed) T. M. ROBINSON,
Secretary.

P. AND O. STEAM NAVIGATION COMPANY,
Calcutta, 6th March 1854.

T. M. ROBINSON, Esq.,
Secretary to the Bengal Chamber of Commerce.

SIR,—I have to acknowledge the receipt of your letter of this day's date, requesting to be informed, whether I communicated with the Directors of this Company, regarding the dates of departure of the Mail Steamers from this Port for Suez.

In reply, I beg to inform you, that I forwarded to the Directors a copy of your letter to me upon the subject, and of my reply thereto, and have now the pleasure to enclose to you copy of their answer received by the last Mail.

I am, Sir,
Your obedient Servant,
(Signed) HENRY P. LOVELL,
Agent and Superintendent.

London, 24th January 1854.

CAPTAIN H. P. LOVELL,
Calcutta.

"SIR,—The correspondence between yourself and the Chamber of Commerce at Calcutta, having been laid before the Board, I am directed to express their approval of your reply to the communication from that body, "and to state, that in the event of any further movement in this matter, you are at liberty to intimate, that the Directors are fully alive to the convenience that would result from an extension of the ordinary period between the arrival and departure of the Mails at and from Calcutta, and that they are watching the working of the present dates, with a view to ascertain the practicability of such an alteration, and that should it be found after the fact "Scrow Steamers are fully at work on this side, that the Steamers continue to arrive at Suez more in advance of the arrival of the Vessel at Alexandria "than is required, provided the consent of the Admiralty be obtained, to some modification of the terms of the contract "as regards the days of departure from Hong Kong and Calcutta."

(Signed) C. W. HOWELL,
Secretary.
(True Extract,) HENRY P. LOVELL,
Agent and Superintendent.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 7th March 1854.

To H. P. LOVELL, Esq.,
Agent and Supt. of the P. and O. Steam Navigation Company.

Sir,—I beg to acknowledge the receipt of your favor of the 6th instant, covering copy of a letter received from the Directors of your Company, on the subject of the dates of departure of the Mail Steamers from this Port, brought to their notice by you some months since.

Your letter has been laid before the Committee of the Chamber, and I am directed to thank you for it, and at the same time to beg the further favor of your communicating to your Directors, that the Chamber will look with very great interest for their further movements in the matter, which is one continuing to occupy a prominent position in the attention of the Commercial community of this Port.

I am, Sir,
Your very obedient Servant,
(Signed) T. M. ROBINSON,
Secretary.

APPENDIX C.

SHIP-BURNING.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 9th February 1854.

To CECIL BEADON, Esq.,
Secretary to the Government of Bengal.

Sir,—On the 30th October 1851, the Committee appointed by Government to inquire into the causes of Ship-burning, and to devise means for the prevention of the crime of the incendiarism of Ships, submitted to Government a report, in which the probable causes of the crime were indicated, and the necessity of legislative and precautionary measures pointed out.

Two years and a quarter have elapsed since the above Committee closed its labors but the public has no assurance, that the subject has since occupied, in any degree, the attention of Government; for certainly no legislative action has resulted from the recommendations of the report, though from the annexed copies of a correspondence with the Home Department, it will be seen, that the

probability of speedy legislation for the future prevention of Ship-burning, was held out on the 8th of last July.

Within a few days, however, the Commercial community has been again roused to renewed interest in the subject, from the destruction by fire of the bark *Margaret Shelly*, off Culpes, while proceeding down the river on her outward voyage. At present nothing is ascertained as to the cause of the fire; but suspicion will fall on the native crew, unless some satisfactory reason for it can be assigned.

The opportunity is favorable for bringing the subject again to the notice of Government; and I am directed therefore, by the Committee of the Bengal Chamber of Commerce, to submit most earnestly to you, that legislation in the sense of the report above referred to, is indispensable, and to request you to move the Most Noble the Governor of Bengal, to take such steps as to him may seem best to ensure so important an object.

The destruction by fire of the *Margaret Shelly* is the more alarming, because the experience of the past leads to the fear of further similar calamities. Hitherto, one such misfortune has always been the forerunner of several. The chance of detection has hitherto been so slight,—one conviction only having been secured, out of the numerous crews strongly suspected of the malicious firing of Ships,—that the crime of Ship-burning may be said to be committed almost with impunity.

When a Vessel is burnt in the River, the crew are gainers by the catastrophe, to the extent of one or two months' wages paid in advance, and therefore, even when guiltless of the crime of incendiarism, the lascars are thoroughly apathetic, and cannot be induced to exert themselves to extinguish the fire when first discovered.

In any legislation connected with Ship-burning, therefore, the Committee of the Chamber would strongly suggest, that some provision should be made for the summary recovery from the crew of all advances made in anticipation of the voyage. Self-interest would thus be enlisted on the side of the safety of Ships, and would prove a valuable aid to the other measures for the prevention of these destructive fires, pointed out by the Committee of 1851.

As the Marine Insurance Offices and the Shipping and Mercantile community generally, both here and at Home, express themselves with deep anxiety upon this serious question, the Committee of the Chamber sincerely trusts, that you may be able to give an early reply to this communication, with the assurance that the subject will have the prompt attention of Government.

I have, &c.,
(Signed) T. M. ROBINSON,
Secretary.

No. 330.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,
HOME DEPARTMENT.

Dated Fort William, 21st February 1854.

Marine. Sir,—In continuation of the letter from this Office, No. 782, dated the 1st December 1851, I am directed by the Most Noble the Governor of Bengal to transmit herewith, copy of a communication* from the Secretary to the Bengal Chamber of Commerce, urging, with reference to the recent destruction by fire of the *Margaret Shelly*, the necessity of a law being passed for the prevention of Ship-burning, in accordance with the recommendations of the Committee that sat in 1851.

I have, &c.,
(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

No. 331.

Copy of the above letter forwarded to the Chamber of Commerce with reference to their letter, dated 9th instant.

(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

APPENDIX D.

CUSTOM HOUSE GHAUT.

To C. BEADON, Esq.,

Secretary to the Government of Bengal.

Sir,—I am directed by the Committee of the Bengal Chamber of Commerce, to request the favor of your informing them, if any plan has yet received the sanction of Government for the erection of sheds on the Custom House Wharf.

Calcutta, November 8th, 1853.

and for the improvement of the descent from the Ghaut to the River. The Committee will feel extremely obliged by your giving them this information, as the Members of the Chamber look with much interest for the expected general improvements in the Custom House Ghaut.

I have, &c.,
(Signed) T. M. ROBINSON,
Secretary.

No. 492.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Dated Fort William, the 12th November 1853.

Sir,—I am directed by the Most Noble the Governor of Bengal to acknowledge the receipt of your letter, dated the 8th instant, requesting to be informed whether any plan for the erection of sheds on the Custom House Wharf, and for the improvement of the descent from the Ghaut to the River, has as yet received the sanction of Government.

2nd. In reply I am directed to inform you, that on the 25th of August last, the Municipal Commissioners were requested to report what measures should, in their opinion, be adopted for the repair and improvement of the Custom House Ghaut; and that an estimate of the probable expense of constructing two new sheds on the Custom House Wharf was called for from the Military Board on the 23rd of September last.

3rd. The authorities alluded to have not as yet reported on the matters referred to them.

I have the honor to be,
Sir,
Your most obedient Servant,
(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

Calcutta, December 6th, 1853.

To C. BEADON, Esq.,

Secretary to the Government of Bengal.

Sir,—I am directed by the Committee of the Bengal Chamber of Commerce, to acknowledge the receipt of your letter, No. 492, of the 12th ultimo, and to

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bring to your notice, that, as the Committee is informed, a plan for the improvement of the Custom House Ghaut was submitted to Government by the Chief Magistrate in April 1852, providing for the construction of improved Wharfs and Jetties. The Committee will feel obliged by your allowing a copy of the plan in question, to be supplied to this office, and further by your causing it to be again brought under the consideration of Government.

I have, &c.,

(Signed) T. M. ROBINSON,
Secretary.

No. 560.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Dated Fort William, the 12th December 1853.

Sir,—I am directed by His Honor the Deputy Governor of Bengal, to acknowledge the receipt of your letter, dated the 6th instant, *Mrs. Revenue, Customs,* on the subject of a plan for the improvement of the Custom House Ghaut, which was submitted to Government by the Chief Magistrate in April 1852.

2nd. In reply I am desired to forward herewith, copies of two letters on the subject, this day addressed to the Government of India, Home Department, and to the Military Board, respectively.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

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No. 556.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE UNDER-SECRETARY TO THE GOVERNMENT OF INDIA,
IN THE HOME DEPARTMENT.

Dated Fort William, the 12th December 1853.

Sir,—I am directed by His Honor the Deputy Governor of *Mrs. Revenue, Customs.* Bengal to transmit, for submission to the President in Council of India, the accompanying copy of correspondence noted in the

Extract para. 12 from Chief Magistrate's letter, No. 305, dated 24th April 1852, and paras. 27 to 31 of letter from Mr. Rose to Chief Magistrate.

Letter from Officiating Junior Secretary, Board of Revenue, No. 1051, dated 13th August 1853.

Letter to Commissioners for the Improvement of the Town of Calcutta, No. 357, dated 29th August 1853.

Letter from Chief Magistrate of Calcutta, No. 685, dated 15th November 1853.

Letter from Secretary to Commissioners for the Improvement of the Town of Calcutta, No. 1102, dated 22nd November 1853.

Letter to Commissioners for the Improvement of the Town of Calcutta, No. 1102, dated 22nd November 1853. recommended (after communicating with the Chief Magistrate) the carrying out of a scheme devised by Mr. R. J. Rose, Superintendent of Roads, which provides for constructing a pucca sloping Ghaut 650 feet long, with a Jetty at each end of it, at a total cost of Rupees 43,568-0-0.

3. As the design seems to be well adapted to the object in view, and the cost moderate, His Honor would suggest, that the sanction of the Government of India be accorded to the scheme. The Military Board have been directed, in anticipation of the sanction now solicited, to issue orders for the immediate commencement of the proposed work, provided there be no professional objection to it.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

(True Copy.)

W. G. YOUNG,
Under-Secy. to the Govt. of Bengal.

No. 567.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE MILITARY BOARD.

Dated Fort William, 12th December 1853.

GENTLEMEN,—I am directed by His Honor the Deputy
Governor of Bengal to transmit, in original, the correspondence noted in the margin, together with an estimate amounting to Rupees 43,558-0-10, by Mr. R. J. Rose, Superintendent of Roads for the construction of a pucca sloping Ghaut, with a Jetty at each end of it in front of the Custom House, and to request, that your Board will revise the Estimate and report with the least possible delay on the expediency of giving effect to it. Should there be no professional objection to the scheme as devised by Mr. Rose, His Honor requests, that your Board will take the necessary steps for the immediate commencement of the work.

2nd. The return of the enclosures is requested when no longer required.

I have, &c.,

(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

(True Copy.) W. G. YOUNG,
Under-Secy. to the Govt. of Bengal.

To C. BEADON, Esq.,
Secretary to the Government of Bengal.

Calcutta, December 24th, 1853.

Sir,—I am directed by the Committee of the Bengal Chamber of Commerce, to acknowledge the receipt of your letter, No. 560, of the 12th instant, and also of copies of correspondence accompanying it. The Committee begs to express its thanks for the information given in your letter under acknowledgment, and would be further obliged by your informing it, if the erection of suit-

able sheds forms any part of the plan for a Custom House Wharf, which it is understood has been sanctioned by Government as proposed by Mr. R. J. Rose.

The Committee feels it superfluous to point out to you, the absolute necessity of sufficient covering being provided for Goods landed at the Custom House Wharf, but would strongly urge, that the construction of a sufficient extent of such sheds, with Iron Roofs, supported on Cast-Iron Pillars, should be at once sanctioned.

Sheds of this description would, in the opinion of the Committee, be eventually the cheapest, and at the same time would secure the largest amount of public accommodation.

I have, &c.,

(Signed) T. M. ROBINSON,
Secretary.

No. 78.

FROM THE OFFICIATING JUNIOR SECRETARY TO THE BOARD OF
REVENUE,

To T. M. ROBINSON, Esq.,

Secretary to the Bengal Chamber of Commerce.

Fort William, the 23rd January 1854.

Sir,—I am directed to forward to you a copy of a
E. CURRAN, Esq. letter from the Under-Secretary to the Government of Bengal, No. 24, dated the 16th instant, suggesting for consideration whether the new sheds, which it has been proposed to erect on the Custom House Wharf, might not be dispensed with, and means devised for enabling Merchants to take their goods to their own Ware-houses, or to those within the Custom House enclosure, without delay or exposure.

2nd. The Board would be glad to be favored with the views of the Chamber of Commerce on the subject.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) A. R. YOUNG,
Officiating Junior Secretary.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE OFFICIATING JUNIOR SECRETARY TO THE BOARD OF
REVENUE.

Dated Fort William, the 16th January 1854.

Sir,—With reference to your letter, No. 1205, dated the 16th September last,
I am directed by the Hon'ble the Deputy Governor of Bengal
to request, that the Board will report, after consulting the
Collector of Customs and the Chamber of Commerce, whether
the new sheds, which it is proposed should be constructed on the Custom House
Wharf, could not be dispensed with, and means devised for enabling the Mer-
chants to take their goods, either to their own Ware-houses or to those within
the Custom House enclosure without delay or exposure.

I have, &c.,

(Signed) W. G. YOUNG,
Under-Secy. to the Govt. of Bengal.

Board of Revenue, }
Fort William,
The 23rd January 1854. }

(True Copy.)

(Signed) A. R. YOUNG,
Officiating Junior Secretary.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 9th February 1854.

To A. R. YOUNG, Esq.,

Officiating Junior Secretary to the Board of Revenue.

Sir,—I am directed by the Committee of the Bengal Chamber of Commerce
to acknowledge receipt of your letter, No. 78 of the 23rd January, to my
address, announcing the reference that had been made to the Collector of
Customs relative to the necessity or otherwise for the erection of sheds on the
Custom House Wharf.

In reply I am instructed to hand you the accompanying copy of my letter
of this date to the Collector of Customs, in answer to his of the 24th January,

and to convey to you for the information of the Board, that the Committee,
after giving its best consideration to the question before it, respectfully
adheres to the opinion already expressed, that the erection of sheds, such as
have been asked for, would be a great public convenience, and is urgently
required.

I have, &c.,

(Signed) T. M. ROBINSON,

Secretary.

No. 40.

FROM THE COLLECTOR OF CUSTOMS, CALCUTTA,
TO THE SECRETARY TO THE CHAMBER OF COMMERCE,
CALCUTTA.

Dated the 24th January 1854.

Sir,—With advertence to the Chamber's letter, under date 29th June last,
in which is suggested the erection of spacious sheds on the Custom House
Ghaut in addition to the sheds now existing, and in addition to the covered
sheds and godowns within the Custom House walls, I have been directed by
the Board of Revenue, acting under instructions of Government, to report,
after communication with the Chamber, on the practicality of dispensing
with the proposed sheds, and devising means for enabling Merchants to take
their goods either to their own Ware-houses, or to those within the Custom
House enclosure, without incurring unnecessary risk of exposure.

2nd. I would remark, that I have not yet been able to persuade myself
of the necessity of these proposed sheds, considering that they will be erected
within about ten or fifteen yards of the walls of the Custom House, and
whatever goods may be required to be brought, or Merchants themselves
purpose to bring, within the Custom House, may, I apprehend, when put on
the coolies' heads from out the boat, be as well at once so brought directly
within the Custom House walls, as deposited within fifteen yards of them.
I cannot understand why goods should be detained in transit at the top of the
Ghaut, where the sheds are proposed to be placed.

3rd. For goods that must be landed by the cranes on the Jetties, the sheds
on the Jetties, when thoroughly repaired, will be amply sufficient.

4th. All goods that can avail themselves of the permission of the out-pass
system, I am most anxious to prevent coming to the Custom House Ghaut,
and for this purpose I have issued instructions to the several Preventive
Officers, prohibiting them, as far as lies in their power, delivering goods, for

which they hold an out-pass purwannah, into boats which are coming to the Custom House, and if all landing agents would, on their part, send on board Vessels the purwannahs of this description which they obtain, and further the Preventive Officers in such delivery, the inconvenience of goods unnecessarily coming to the Custom House Ghaut, would be almost wholly obviated.

5th. Moreover, whenever goods shall have left a Vessel under boat note to come to the Custom House Ghaut, and duty shall have been paid, and out-pass purwannah granted for such goods immediately, before the arrival of the boat containing them, at the Ghaut, I have no wish whatever that they should then be brought from the boat up the Ghaut. The boat note is cancelled in whole or in part, as the case may be, and the boat allowed to proceed to wherever the consignees of the goods desire to take it.

6th. The mere fact of loading what packages are to come to within the Custom House premises will be facilitated, so far as the coolies are concerned by the new Ghaut to be made; and I repeat, therefore, that I cannot see the utility or advantage to any body of stopping these packages, (assuming the sheds were erected), under them, at the immediate top of the Ghaut not 20 yards from where the packages are to come to eventually. It cannot be required that packages which have paid duty, should be landed at the Custom House Ghaut at all. I confess that viewing the case, as I at present do, it seems to me that Government would be put to an unnecessary expense by the erection of the sheds proposed.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) W. BRACKEN,
Collector of Customs.

Calcutta,
Custom House,
The 24th January 1854. }

P. S.—I beg to add, that it is my intention to propose, that the present Jetties be carried out to the point of low water mark, so that the cranes may be available at any state of tide, and covering these Jetties with good substantial sheds will, I apprehend, afford sufficient accommodation for any packages that may necessarily be detained in transit.

(Signed) W. BRACKEN,
Collector of Customs.

BENGAL CHAMBER OF COMMERCE,
Calcutta, the 9th February. 1854.

To WM. BRACKEN, Esq.,
Collector of Customs.

Sir,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of the 24th January to my address, relative to the erection of sheds on the Custom House Wharf, and stating that you have been instructed by the Board of Revenue, acting under the orders of Government, to report, after communication with the Chaplain, on the practicability of dispensing with such sheds, and of devising means for enabling Merchants to take their goods either to their own Ware-houses, or to those within the Custom House enclosure, without unnecessary delay. You add that your opinion is adverse to the necessity of the sheds in question.

The erection of commodious sheds was suggested to the Board of Revenue by the Committee of the Chamber, as needful to the commerce of the port, their want having long been a source of great inconvenience, complaint, and in numerous instances of damage; and after a careful consideration of all that you urge against their necessity, in your letter now under acknowledgment, the Committee desires to record its unchanged opinion as to the importance of the desired accommodation.

The Committee observes that you confine your observations to imported goods only, expressing incidentally a wish, (in which the Committee heartily concurs), to discourage out-pass goods from being brought to the Custom House Ghaut; but I am desired to remind you that shed accommodation is even more urgently required for export than for import goods.

Protection from the weather for goods, whether being landed or shipped, is valuable in proportion as the means of securing it are near to the River side, a fact self-apparent to any one who has seen the heretofore state of the Custom House Wharf during the rains. Were suitable sheds erected close to the top of the Ghaut, goods landed would, in a few seconds, be placed beyond all risk of injury. They could then be carefully placed on carts, covered with tarpaulins, and be conveyed in safety to the godowns of Merchants, or remain secure till removed to the Custom House godowns. In like manner exported goods would be removed in safety from carts under cover, and could be rapidly put into boats without unnecessary exposure.

The Custom House godowns even at 20 to 30 yards from the top of the Ghaut, would not, in bad weather, be made use of for imported goods, while for exported goods, they would, in almost every instance, be absolutely useless. Neither does the Committee see that any advantage would be secured by erecting sheds on the Jetties of the now sanctioned Ghaut; for the Jetties

would only be taken advantage of for heavy weights requiring the use of cranes. The true position for sheds to be useful, is parallel with the River and close to the top of the Ghaut.

The accommodation now advocated on behalf of the Commercial community, is almost universal in other ports, and the Committee trusts that, on a further examination of this question, you will withdraw your opposition and take a more favorable view of the great benefit that would be secured to the trade of this port, by the erection of sheds such as have been urged on the attention of Government.

The Committee has observed with much pleasure, that you "have issued instructions to the several Preventive Officers, prohibiting them, as far as lies in their power, delivering goods for which they hold an out-pass purvannahs into boats which are coming to the Custom House."

The issue of such instructions was suggested not long ago by the Committee of the Chamber; but the gentleman who officiated in your absence was of opinion, that it would be impossible for the Preventive Officers to give effect to them.

The Committee of the Chamber cannot see why the delivery of all out-pass purvannahs to the Preventive Officers should not be made obligatory on all landing Agents. Their retention can be of no benefit to the Agents, while their delivery to the Officer, would, as you correctly state it, almost put an end to the bringing of out-pass goods to the Custom House Wharf. I am desired therefore to suggest to you the adoption of such a rule as calculated to give more effect to the order you have already given.

I have, &c.,

(Signed) T. M. ROBINSON,
Secretary.

No. 148.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE OFFICIATING JUNIOR SECRETARY TO THE BOARD OF
REVENUE, L. P.

Dated Fort William, the 24th February 1854.

SIR,—With reference to your letter, No. 297, of the 20th ultimo, I am directed by the Most Noble the Governor of Bengal to inform you, that His Lordship will postpone the consideration of the expediency of erecting sheds

on the Wharf opposite the Custom House, until the completion of the Wharf itself.

The original enclosures of your letter are herewith returned.

I have, &c.,
(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

No. 149.

Copy forwarded to the Bengal Chamber of Commerce for information, with reference to their Secretary's letter, dated the 24th December 1853.

(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

APPENDIX E.

Draft—Administrator General's—Act.

TO JOHN CONNON, Esq.,

Calcutta, 9th December 1853.

Secretary to Chamber of Commerce, Bombay.

SIR,—I am directed to acknowledge the receipt of your favor of the 9th ultimo, and to convey to you the thanks of the Committee for the last year's Report of your Chamber, therein advised to have been despatched to them by Dák Bhanguy, but which, I regret to say, has not yet been received. I have this day sent, by the Pamphlet Dák to your address, the Half-yearly Report of the Committee of the Chamber of Commerce, which I beg the favor of your accepting.

Herewith I have to hand you a copy of a letter addressed by the Committee to the Government, on the occasion of the publication of the New Draft Act for the regulation of the Office of Administrator General. The Committee is informed, that on the second reading of the Act, it was referred to the Governments of your and the Madras Presidencies for their consideration, before being finally passed into law; and as you will no doubt take the opportunity of protesting against many of its clauses in detail, as well as against the entire principle of the Act, it appears to the Committee to be desirable, that you should be made acquainted with their sentiments, and expressions of opinion upon it as early as possible.

Should a strong representation on the Act emanate from your Chamber also, and should it coincide with that of the Committee, it has every hope that such an unity of opinion will carry some weight with Government, and ensure alterations being made in some of the more oppressive provisions of the Draft Act at least.

I shall feel very much obliged if you will favor me with the views of your Chamber on this subject at your convenience.

Since writing the above, your Report has been received, and appears to be one of very great interest and information.

I am, &c.,

(Signed) T. M. ROBINSON,
Secretary.

BOMBAY CHAMBER OF COMMERCE,

7th January 1854.

DEAR Sir,—I have to acknowledge receipt of your favors of the 9th and 20th ultimo.

The subject of the Acts for regulating the Office of Administrator General has never been before this Chamber, and is only of limited practical interest to our Members. The Committee however thinks, that the existing and proposed legislation to which you have directed their attention, is an unnecessary and unwarrantable interference with private rights, and fails of any guarantee for a better performance of executory duties, under wills, than existed before. They have directed me in consequence, to prepare a remonstrance against the Draft Act issued last February for transmission to the Legislative Council, and when the same receives their sanction, I shall forward a copy of it to you.

On the subject of the Overland Mails, I suppose you are aware that the regular express from Bombay to Calcutta was stopped some months ago by the Supreme Government. Now that the Mails between Aden and Bombay are to be carried by the P. and O. Co.'s Steamers, it might be worth the consideration of your Chamber to agitate for the renewal of those expresses, by means of which you could not fail to anticipate the Sea-borne Mail by two or three days, and I need not tell you how much more with improved means of transit in India. At present you would have to pay Rupees 296, each Mail for a private express, which, I fancy, is more than you would think it worth. In the meantime, all I can do is to send you one or two of the overland papers (*Home News*, &c.) with the extracts of our local papers, on the occasion of the Mail coming in by regular Dik. There is still an express kept up between this and Poona, by

means of which, and the kindness of the Deputy Post Master here, (a very obliging official), it may often be in our power to gain a day. That I shall do for the present.

The Committee direct me to return you their best thanks for your kind attention in the matter of your Customs Tariff, and for the documents specified in yours of the 20th ultimo, which however, have not yet come to hand. They are also very much obliged for your report, which is most interesting.

I remain, &c.,

(Signed) JOHN CONNOR,
Secretary.

To T. M. ROBINSON, Esq.,
Secretary, Bengal Chamber of Commerce.

Calcutta, 14th December 1853.

To J. THOMSON, Esq.,

Chairman of the Chamber of Commerce, Madras.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce, to wait on you with the accompanying copy of a letter addressed by them to Government, on the occasion of the publication of a new Draft Act for the regulation of the Office of Administrator General. The Committee are informed that upon the second reading of the Act, it has been referred to the Government of your and the Bombay Presidency to be reported upon to the Supreme Government, and as your Chamber will no doubt embrace the opportunity of addressing Government upon this arbitrary and unjust Act, the Committee are desirous of making known to you their sentiments upon it, in order that, should yours coincide with them, they might have the weight of your confirmation.

A copy of the Committee's letter has also been sent to the Chamber of Commerce of Bombay, and should the three Associations coincide in their objections to the Act, there is every reason to hope that some of its more oppressive clauses at least will be removed.

I have sent to your address, by the Pamphlet Dik, the Half-yearly Report of the Chamber, the first published since its revival in May last, of which I beg your acceptance, and I am further directed to add that it will at all times give great pleasure to the Committee to co-operate with you in promoting any object of general public utility.

I am, &c.,

(Signed) T. M. ROBINSON,
Secretary.

TO THE CHAIRMAN OF THE CHAMBER OF COMMERCE,

Calcutta.

DEAR SIR,—I have had the pleasure to receive your Secretary's letter of the 14th December, with its enclosures, and with the accompanying Report of the Proceedings of your Chamber during the past half year, for which the Committee desire me to return their best thanks.

I am requested at the same time to express their entire concurrence in the views entertained by your Chamber on the subject of the proposed amended Administration Act, and to state that they have followed your example in addressing the local Government, pointing out the clauses which seem to them to call for modification. A copy of this communication I beg to enclose.

It will at all times afford the Madras Chamber of Commerce much pleasure to correspond with and co-operate with your Association, on all matters of public commercial interest.

I remain, &c.,

(Signed) J. THOMSON,

Chairman of the Chamber of Commerce.

Madras,

The 14th February 1854.

TO THE SECRETARY TO GOVERNMENT,

Fort St. George.

SIR,—Having been given to understand that the Draft Act relating to the Office and duties of Administrator General, of date 11th February 1853, has been referred to this Government for its opinion, I have the honor, by desire of the Committee of the Chamber of Commerce, to address you on the subject, as it appears to them that several of its provisions are calculated to prejudice the interest of Estates, and especially the rights of non-Official Executors and Administrators.

On the occasion of the original Act being proposed in 1849, the Chamber forwarded to the Supreme Government a representation, pointing out the hardship of the clause referring to private Administrators and Executors in depriving them of a remuneration to which they had been previously entitled, and without any apparent substantial reason for so doing.

In the amended Act now proposed, a similar clause is still included, and as the Mercantile Community are so frequently called upon in the course of their business to undertake charges and responsibilities of this description, it appears to be no less unnecessary than unjust, that they should be debarred by statute from receiving a fair and equitable remuneration on this, as on other agency

transactions. The object of granting to the Official what is refused to the private Administrator, would appear to be to induce the latter to decline acting and thus to place all Estates in the hands of the former. But so far as regards the interest of the Estates of deceased parties, which the Committee are fully prepared to admit should be a paramount consideration, they do not see that any advantage or security is thus obtained; on the contrary, the Act as at present in force, and as proposed to be continued, is calculated to have the effect of giving a monopoly to the public over the private Agent without any commensurate benefit whatever, indeed rather the reverse, for in his case, the security which he is called on to give is merely nominal as compared with the amount of the Estates which may be expected to pass through his hands, and it does not appear that the Government come under any guarantee to the public for his acts; whereas in the case of the non-Official Administrator, he is called upon to provide a very heavy security, for more than ample to meet the consequences of any dereliction or failure of engagement on his part.

The Committee of the Chamber of Commerce are far from wishing to ask for any right or any privilege to the detriment of others, but it appears to them that it is only reasonable that, while every man may appoint his own Executors, and every Executor his own Administrator, such Executor and such Administrator should be permitted and authorized to charge, for the trouble thus imposed upon him for the good of others, at least an equal Commission to that which the Government authorize the Official Administrator to charge for the transaction of the same business.

In the re-consideration of the Act, which it is now proposed to amend, the Committee trust that the particular point to which I have adverted will meet with that attention which it appears to call for, and that the Right Honorable the Governor in Council will add his recommendation in favor of a modification which will put private Executors and Administrators on the same footing as the Administrator General in respect to Commission being chargeable on Estates that may be committed to their management.

In the proposed Act there are some other provisions which the Committee would wish to remark upon as seeming to call for some alteration: and first with reference to Section VII., it appears to the Committee that the comparative amount of security to be provided by the Administrator General is not at all proportionate to the security demanded of private Administrators, and they would suggest whether the latter might not be greatly reduced. At present, personal security must be given to an amount equal to double the estimated assets of the Estate, which seems unnecessarily large, and is found to be attended with inconvenience and difficulty in the case of Estates of large amount.

The next Section to which I would advert is No. 11, in which it seems the time allowed for Executors or Administrators to come forward, namely one

month, is too short. In the case of parties who may decess in this country, the probability is that their Executors or next of kin may be resident at too great a distance to admit of their making the needful application to the Court, within the period of a month, and the Committee would therefore suggest the extension of the time from one to six months, so as to allow of a communication from home being received before the Estate is placed in the hands of the Administrator General. This would have the effect in many instances of saving Estates from double costs, as provided in the subsequent clause No. 12, where the Administrator General might have taken charge before the Executor had been able to apply for probate.

In Section XXII., the rate of commission to be charged by the Administrator General of the different presidencies is fixed at 5 per Cent., and in which the local Government is authorised to participate to the extent of two-fifths should it think proper in compensation, as would appear from the context, for expenses and responsibilities that may be incurred by Government. If this is intended to cover a guarantee for all property that may pass through the hands of the public officer, the same would appear to be a most satisfactory provision, but it is not so expressed. It seems very desirable that the responsibility of the Government, with regard to Estates administered to by its own officer, should be clearly understood and laid down in the Act, to prevent misapprehension on the part of the community.

With reference to Sections XLVIII. and XLIX., providing for balances of Estates, which have remained unclaimed during a period of fifteen years, being carried to the credit of Government, subject to recovery by parties interested on proof of claim, but on which interest will have ceased from date of such transfer, the Committee would remark, that while the Government are open to receive money or loan, it seems an unnecessary restriction and a burden upon such Estates as may, from unavoidable causes, remain thus in the hands of Government, that interest should not be allowed, particularly as all that is necessary is that such unclaimed balances should be permitted to remain in the Government Bonds in which they have already been invested.

Before concluding this letter, the Committee further desire to bring to the notice of the Supreme Authority, the great inconvenience and hardship which follows from the necessity of taking out Probate or Letters of Administration in the different Indian Presidencies when the property of an Estate lies partly in cash. At present Letters of Administration taken out in Bengal or Bombay have not effect in Madras, and thus to recover Assets in either of the Presidencies, the expense of Administration must be incurred in all three. This is a heavy burden in many cases, and there would not appear to be any great difficulty in remedying the inconvenience by making an Administration, granted by any of the Courts, available throughout the territories of the Company. If this were done, it would be felt as a great boon, more especially

now that the different Presidencies are becoming so much more united by facilities of communication, by joint stock associations, and by public works, undertaken and carried on by private enterprise.

In conclusion, I beg to express the wish of the Committee, that the present communication may be forwarded to the Supreme Government, and they hope that it will be in the power of the Right Honorable the Governor in Council to do so with his support to the several matters of detail on which I have had occasion to remark.

I have the honor to be,
Sir,
Your most obedient servant,

(Signed) J. THOMSON,
Chairman of the Chamber of Commerce.

Madras,
3rd February 1854. }

APPENDIX F.

STATE OF THE SOONDERBUND RIVERS.

Calcutta, 23rd December 1853.

To C. BEADON, Esq.,
Secy. to the Government of Bengal.

SIR,—I am directed by the Committee of Bengal Chamber of Commerce to beg the favor of your calling the attention of the Hon'ble the Deputy Governor of Bengal to the dangerous state of the navigation of the Soonderbund Rivers, from the large number of partially sunken dead trees which are met with in them, with their roots embedded in the bottom, and their trunks and branches lying at an angle towards the surface of the water, either up or down the stream.

The Committee is informed that boats have lately been sunk and their cargoes lost by their bottoms having been perforated by trees in this position. In some places also the navigation of the rivers is reported to be obstructed by the wrecks of sunken boats, which require to be removed. At this season of the year especially, the rivers are crowded with boats carrying valuable cargoes, and the Committee trusts that the Hon'ble the Deputy Governor of Bengal

will issue orders for the navigation being rendered free from the dangers alluded to.

I am, &c.,
(Signed) T. M. ROBINSON,
Secretary.

No. 1079.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,
To T. M. ROBINSON, Esq.,

Secy. to the Bengal Chamber of Commerce.

Dated Fort William, 31st December 1853.

Revenue. Sir,—I am directed by the Deputy Governor of Bengal to acknowledge the receipt of your letter of the 23rd instant, relative to the state of the navigation of the Soonderbund Rivers, and in reply to forward, for the information of the Chamber of Commerce, copy of the correspondence noted in the margin, on the subject referred to by you.

From Secretary Board of Revenue, No. 148, dated 5th April 1853.
To Secretary Board of Revenue, No. 339, dated 20th April 1853.
To Military Board, No. 349, dated 20th April 1853.
From Officiating Secretary Board of Revenue, No. 199, dated 10th May 1853.
To Officiating Secretary Board of Revenue, No. 433, dated 19th May 1853.
From Officiating Secretary Board of Revenue, No. 398, dated 16th September 1853.
To Officiating Secretary Board of Revenue, No. 1018, dated 19th December 1853.

I have, &c.,
(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

(Copies.)

No. 148.

FROM THE SECRETARY TO THE BOARD OF REVENUE, L. P.,
To CECIL BEADON, Esq.,

*Secretary to the Government of Bengal,
Revenue Department.*

Dated Fort William, the 5th April 1853.

Land Revenue, E. M. Gordon and H. Ricketts, } Esqs.
Sir,—I have the honor, by direction of the Board of Revenue, to submit herewith, for the consideration of the Most Noble the Governor of Bengal, a copy of a letter, No. 51, dated the 15th February

last,* (received under cover of one from the Officiating Commissioner of Dacca), representing the dangers and detentions to which the property of the native trading community is exposed in its transit to the Presidency through the Soonderbund Rivers and the Ballinghatta Canal.

2nd. The obstruction to the progress of boats through the Canal is, the Board believe, about to be remedied by a second Canal; but, as regards the want of towing paths, much, they think, might be done by employing at once several strong large boats with efficient crews and 30 or 40 coolies to go along the main channel, and do what they can to clear the banks of trees and bushes. They would recommend the immediate adoption of the measure, all the rivers being closed and likely to remain closed for some time longer: it is of consequence to the whole trade of the country, that the Soonderbunds route should be free from obstruction.

I have, &c.,
(Signed) C. H. LUSHINGTON,
Secretary.

No. 51.

FROM THE DEPUTY COLLECTOR OF FURREEDPORE,
TO THE OFFICIATING COMMISSIONER OF REVENUE,
15th DIVISION.

Furreeedpore, the 15th February 1853.

Sir,—As I believe it falls within the province of a Collector to call the attention of the superior authorities to any measure by which the zillah entrusted to him may be improved by the development of its internal resources, I have the honor to subjoin the following remarks, in the hope that, if deemed worthy, they may be submitted for the consideration of the Board of Revenue.

2nd. In my tours through the district during the last and present years, my attention was called by certain opulent Merchants, to the loss they sustained by delays and obstructions in the navigation of the various water routes to Calcutta, and during my recent visit to that city, I did my best, while en route, to ascertain the cause of these delays and obstructions, and whether they could be remedied.

3rd. My remarks refer to what is called the inner route through the Soonderbunds, navigable for boats up to 1,000 mauts. By this route an immense number of boats carrying perishable cargoes, such as fruit, fish,

partially cured and alive, &c., proceed, and the delay of even a few hours in the arrival of such cargoes, causes great loss; with cargoes of a less perishable nature such as grain, oil, &c., time is a matter of consequence, as the quicker they arrive the more voyages will the carriers be able to make, and the delay of a day may cost the Merchants dear, as they lose what they call the bazar, i. e., what was dear one day falls greatly in price the next; however, as this is the matter of such obvious importance, it will be sufficient merely to call attention thereto.

4th. I will now proceed to notice *seriatim* the cause of these delays and obstructions, and to suggest remedies.

1st. *The want of goon or towing paths.*—The route through the Soonderbunds is divided into stages, or "kalals," i. e., the distance a towed boat can go in one favorable tide, as loaded boats cannot pull against the tide, and as it is dangerous to proceed at night from the trees sunk in the stream, it is only the one favorable day tide that can be made use of as a means of progression, thus instead of working full 12 hours out of the 24, they lie idle upward of 18; were there towing paths, they would be taken advantage of when the tide was unfavorable, for strong though the tide is, it is not to be compared to the currents of the interior streams, such as the Pudda and Burasia. The obstacles are as follow:—

1st. The old towing paths have been partially carried away or encroached on, and the Magistrates have neglected to put in force Section V., Regulation XI. of 1825. This an order from Government might remedy, and if the trees to be cut from the banks were valuable, compensation, out of respect to existing interests might be made from a fund to be hereafter provided for.

2nd. Both sides of the route are in places cultivated, but the ryots have only cleared down to the high water mark, so that between high and low water marks there is a belt of the tree jungle which prevents the goon being used. The trees in this belt are all jungle and utterly useless, their removal would in no way injuriously affect the land, and being within the tide limits, they are, I should suppose, the property of Government. Were the large trees and bushes cut down, the constant friction of the towing ropes would prevent their again rising to any height. This also applies to those parts where the banks are perpendicular, and not covered at high water, there would be but little to do, three feet or four feet at the immediate edge would be as much as would be required.

5th. The next and by far the greatest obstruction is—

2nd. *The want of room in the Canal between the Salt Water Lake and the Hooghly.*—At some short distance from the Duppa Toll house, all the various passages through the Soonderbunds unite, and though there is difficulty in getting along, still it is practicable to move; but after passing the Toll house the press commences; all along the Northern side of the Ballinghatta Canal is a line of

boats, sometimes double, unloading their cargoes into the warehouses on the Northern bank, and at low water, although there is plenty of water in the Canal, it is almost impossible for any but the smallest boat to move; in the Circular Canal it is clearer, but at about a one-fourth of a mile on the Canal side of the lock leading to the Hooghly, the crush, "bedaud," as the natives call it, again commences. To show the results of my own experience, I may state that in going to Calcutta, my own boat of about 250 mounds was detained from 5 A. M. to 3 P. M., in going from the Duppa Toll to the Hooghly, a distance of about four miles, and it was only by using my own influence with the boatmen of the various boats "luggawed" to the bank, that I got along at all. On my return I was from 1 P. M. to 1 A. M., in accomplishing the same distance, while the Manjees of some large Pulwars who effected their deliverance from captivity at the same time, said it had taken them four days!!! Were no boats allowed to moor to the banks, the evil would be much lessened, though it would in a measure continue; the fault is in allowing what was intended for a Canal or mode of transit to be converted into a dock; but as it has been made use of in the latter capacity so long, and as change would ruin the proprietors of the warehouses on its banks, it is doubtful if it could now be altered. I have too little local experience to suggest, with any degree of certainty, a remedy; but from a cursory glance, I should say, that widening the Canal where practicable, for instance on the North side of the Ballinghatta Canal, constructing additional dock-gates at the entrance to the Hooghly, would be of advantage; but the only perfect remedy is the construction of some other additional outlet. The practicability of this can only be determined by local investigation. The expense would be great certainly, but Government would have not the slightest difficulty in raising the sum required, if the rumour be true that the old Canals have long ago repaid in principal and interest all that was expended on them. My own knowledge of the Native Merchants is, that an additional toll would be most willingly submitted to; one or two rupees is not a consideration to a person whose cargo of perhaps 50 of fish or fruit would be spoiled by a delay of 24 hours.

6th. In addition to these two great obstacles are the minor obstructions of sunken boats and trees, and the want of water in places at the ebb, from the silting up of the Canals. The first of these the judicious use of a few pounds of gunpowder would at once remove; the second is at present of minor consequence, but in time may furnish work for more than one dredging machine.

7th. If it should be considered impracticable to remove the second obstacle, a slight addition to the present tolls would provide a fund for removing the first, and some of the largest Merchants in the Furzedpore district, viz., the Rais of Seodpore have assured me they would most willingly pay for any improvement.

8th. As Mr. Colvin is expected to visit Furreedpore shortly, I will, of course, draw his attention to the matter.

I have, &c.,

(Signed) T. B. MACTIER,
Deputy Collector.

Board of Revenue, L. P.,
Fort William,
The 5th April 1853.

(True Copy)

(Signed) C. H. LUSHINGTON,
Secretary.

No. 339.

FROM THE SECRETARY TO THE GOVERNMENT OF BENGAL,

To A. GROTE, Esq.,

Officiating Secretary to the Board of Revenue.

Dated Fort William, 20th April 1853.

Revenue.

Sir,—I am directed by the Most Noble the Governor of Bengal to acknowledge the receipt of your letter, No. 148, dated the 5th instant, on the subject of certain obstructions to the free navigation of the Soonderbund Rivers and the Ballinghatta Canal, and suggesting the adoption of measures for clearing the banks of those rivers of trees and bushes.

2nd. His Lordship observes that Mr. J. R. Colvin has noticed this subject in his reports on Backergunge and Furreedpore, and has also remarked upon the danger from sunken trees and boats along the channels of the Soonderbunds; that gentleman has suggested that a competent officer be deputed along the whole line to Khoorna to report on what ought to be done to render the navigation easy and safe, with authority to incur any moderate expenditure in removing obstruction from the channels.

3rd. His Lordship is of opinion that an intelligent English or East Indian Deputy Collector, (with powers of a Magistrate in the districts of the 24-Pergunnas, Baraset, and Jessore,) might be deputed for this purpose, accompanied and assisted by a skilful Non-Commissioned Officer of the Department of Public Works, and a sufficient number of coolies, with instructions to traverse the whole inner line of navigation, from the Salt Water Lake to Khoorna, to report minutely on the state of the frequented channels and their banks, to ascertain what is necessary to facilitate the passage of boats at all times of the tide, and remove the obstructions which more immediately impede it.

4th. The expense of the undertaking may be debited to the Canals, and passed under the Board's authority to the extent of rupees 5,000.

5th. The Board will nominate a Deputy Collector to be appointed for this duty, in order that he may be vested with the necessary powers.

6th. A communication has been made to the Military Board, with a view to the selection of a properly qualified subordinate of the Executive Department for the duty intended to be assigned to him. As soon as this shall have been done, the necessary orders should be issued by the Board of Revenue for carrying out the measures above adverted to.

I have, &c.,

(Signed) C. BEADON,
Secy. to the Govt. of Bengal.

No. 340.

FROM THE OFFICIATING UNDER-SECRETARY TO THE
GOVERNMENT OF BENGAL,

TO THE MILITARY BOARD.

Dated Fort William, 20th April 1853.

Revenue.

GENTLEMEN,—I am directed by the Most Noble the Governor of Bengal to transmit, for your information, a copy of the documents noted in the margin, on

From Secretary Board of Revenue, dated 5th April 1853, No. 148, with enclosure. Extract from Mr. Colvin's reports on Backergunge and Furreedpore. To Officiating Secretary Board of Revenue, of this date.

2nd. The Board is requested to select and place at the disposal of the Board of Revenue an efficient subordinate of the Department of Public Works for the performance of the duty alluded to in the orders to that Board.

I have, &c.,

(Signed) W. GORDON YOUNG,
Offg. Under-Secy. to the Govt. of Bengal.

FROM THE OFFICIATING SECRETARY TO THE BOARD OF REVENUE,
LOWER PROVINCES,

TO CECIL BEADON, Esq.,

*Secretary to the Government of Bengal,
Revenue Department.*

Dated Fort William, 10th May 1853.

Land Revenue.

E. M. GORDON
and
H. RICKETTS, } Esqs.

SIR,—I am directed to acknowledge the receipt of your letter, No. 339, under date the 20th ultimo, with its enclosed extract from Mr. Colvin's report on Furreedpore, calling on the Board to nominate an intelligent English or East Indian Deputy Collector for special deputation to Khoorna, for the purpose of inspecting the whole inner line of navigation from that place to the Salt Water Lake.

2nd. The Board have ascertained on a demi-official reference to the Commissioner of the Soonderbunds, that Mr. A. T. Smith, a Deputy Collector on his Establishment, will be available for this duty in a few days. The Board, therefore, have intimated to the Commissioner of the Jessore Division, their having nominated Mr. Smith, who will, it is hoped, be in readiness to proceed on the expedition immediately.

I have, &c.,

(Signed) A. GROTE,
Officiating Secretary.

FROM THE OFFICIATING UNDER-SECRETARY TO THE
GOVERNMENT OF BENGAL,

TO A. GROTE, Esq.,

Offg. Secy. to the Board of Revenue, L. P.

Dated Fort William, 19th May 1853.

Revenue.

SIR,—I am directed to acknowledge the receipt of your letter, No. 199, of the 10th instans, and in reply thereto, to state, for the information of the Board, that the Most Noble the Governor of Bengal has been pleased to sanction the nomination of Mr. A. T. Smith, Uncommissioned Deputy Collector, for the performance of the special duty referred to in the letter from this office, No. 339, of the 20th ultimo.

2nd. Mr. Smith is hereby vested with the powers of a Magistrate in the districts of the 24-Pergunnahs, Baraset and Jessore.

I have, &c.,

(Signed) W. GORDON YOUNG,
Offg. Under-Secy. to the Govt. of Bengal.

FROM THE OFFICIATING SECRETARY TO THE BOARD OF REVENUE,
LOWER PROVINCES,

TO CECIL BEADON, Esq.,

*Secy. to the Govt. of Bengal,
Revenue Department.*

Dated Fort William, 16th September 1853.

Land Revenue.

H. RICKETTS, Esq.,

SIR,—With reference to the orders of Government, communicated in your letter No. 339, of the 20th April last, and to mine of the 10th May following, No. 199, I am directed by the Board of Revenue to report for the information of the Most Noble the Governor of Bengal, that Mr. Deputy Collector A. T. Smith has completed his examination of the Canal and River passages from the Salt Water Lake to Khoorna, and cleared the Channel of all obstructions.

2nd. Mr. Smith's detailed report on "the state of the frequented Channels" and their banks, and of the means to be adopted to facilitate the passage of "boats at all times of the tide," will be submitted hereafter, with the remarks of the Board and Commissioner of Jessore thereon.

3rd. Mr. Assistant Overseer Serjeant Jack, deputed on the part of the Military Board, not having been able to leave his post to join Mr. Smith before the setting in of the rains, the making of the towing paths, for which he was more particularly required, has been postponed, such arrangement for this work, as may seem necessary now, will be noticed by the Board when submitting Mr. Smith's further report.

I have, &c.,

(Signed) A. GROTE,
Officiating Secretary.
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No. 1048.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT
OF BENGAL,
To A. GROTE, Esq.,

Officiating Secretary to the Board of Revenue, L. P.,

Dated Fort William, 19th December 1853.

Revenue.

Sir,—I am directed by the Hon'ble the Deputy Governor of Bengal to request, that you will expedite the submission of Mr. Uncovenanted Deputy Collector Smith's report, on his examination of the Canal and River passages, from the Salt Water Lake to Khoolna, promised by the Board in the 2nd para. of your letter, No. 358, of the 16th September last.

I have, &c.,

(Signed) W. GORDON YOUNG,
Under-Secy. to the Govt. of Bengal.

(True Copies,)

W. G. YOUNG,
Under-Secy. to the Govt. of Bengal.

No. 42.

10th February 1854.

TO THE SECRETARY TO THE GOVERNMENT OF BENGAL.

Sir,—Government Order, dated the 20th April last, No. 339, directed a minute examination to be made of the whole inner line of navigation, from the Salt Water Lake to Khoolna, the object being as well to ascertain the state of the frequented Channels and their banks, and what might be necessary to facilitate the "passage of boats at all times of the tide, as to remove the obstructions which more immediately impede it."

2nd. On the Board's nomination of Mr. Uncovenanted Deputy Collector G. O. No. 433 of 19th May. Smith for the duty, he was vested with the powers of a Magistrate in the district of 24-Pergunnahs, Baraset and Jessore, and having been provided with a row boat by the Marine Authorities he started on the 11th June. Assistant Overseer Sergeant Jack, who was placed under the orders of Mr. Smith by the Military Board, reported on the 10th June that he could not join the party till relieved at Burisal. The rains set in soon afterwards, so that the inquiry has been conducted without any aid from the Executive Department, as reported to Government in my letter No. 358, dated the 16th September last.

3rd. Mr. Smith's report is dated the 22nd September, and is accompanied by two maps, one showing the frequented channel from Calcutta to Teecha on

the right bank of the Cobaduck, and the other the channel from Teecha to Khoolna. The report was submitted to the Board by the Commissioner of Jessore, with a letter, No. 569, dated the 18th November last. Besides the points on which Government required information, it embraces another which the Board desired Mr. Smith to consider—the propriety, namely, of having an organised Establishment for the special purpose of looking after the navigation, and keeping the towing paths in constant order.

4th. It will be convenient, the Board think, to divide the line of channel into four Sections.

1st Section.—From the Toll House at Dhappa to Bamunghatta.

2nd Section.—From Bamunghatta to the Juboona or Esanuttie River.

3rd Section.—From the Juboona to the Cobaduck River.

4th Section.—From the Cobaduck to Khoolna.

The Board will quote, as they remark, on each of these Sections in turn from the reports of the Deputy Collector and of the Commissioner.

5th. This Section is under the Collector of Tolls appointed under Act XXII. of 1836. Mr. Smith reports as follows on the state of the channel:—

"4th. In obedience to the instructions conveyed to me, I commenced my special duties on the 11th June, after reporting my work of the past season in the Soonderbouds. I obtained the assistance of a row boat with tackles, &c., from the Marine Authorities, and removed four sunken boats between Dhappa and Bamunghatta. There are no towing paths between these places, and the banks, on both sides, are obstructed by fishermen's huts and stakes, old boats under process of being broken up, and boats under repair. In busy times, from January to May, I have seen this part of the line, for two or three miles from the toll house, crowded with boats without any order or regularity, leaving no space for the passage of fresh arrivals; and in the anxiety of all to go ahead, they come to a dead lock, from 150 to 200 tons, principally choke up the passage, and leisurely discharge their cargoes by *dingkees*, taking advantage of being outside the toll house to avoid payment of toll and demurrage. To remove these obstructions and facilitate the movement of boats, it will be necessary to make good towing paths, and appoint a small establishment of peons to arrange the boats that anchor here, on one side in a line one after another, so as to keep a sufficient space on the side of the towing path for a passage, and also enforce the provision of Section VI, Act XXII. of 1836. To afford boats more space for lying in, without crowding and prevent evasion of the toll, I think it would be advantageous to remove the toll house to about three miles to the South-east of the place where it now stands. By the law, it is to be observed, the line of navigation described in Clause 2, Section II. of the Act quoted above, extends as far as Bamunghatta."

The Commissioner considers these remarks sound and deserving of attention.

6th. The Board remark that no boats lying in this part of the channel are exempt from toll, and that the conservancy establishment, at the Collector's disposal, is intended to keep the lake passage clear, as well as the canal passage within the toll house, there should not, therefore, have been four sunken boats in this Section of the channel. Enquiry is being made why the toll house was originally placed at Dhappa, instead of at Bamunghatta, the legal limit of the passage placed under the Collector of Tolls by Act XXII. of 1836. Collections are, however, made from boats anchoring outside the toll house, though not with such facility as they probably would be, were this moved three miles further south as proposed, by Mr. Smith. The Board will report further on the requirements of this Section of the channel, after further communication with the Commissioner.

7th. The towing paths should, the Board think, be immediately made. Within half a mile of Bamunghatta there is a channel connecting the lake passage with Tolly's Nullah, and consequently affording more convenient room for boats to lie than in the passage itself.

2nd Section.

8th. This Section is under the Executive superintendence of Mr. Rose. Mr. Smith says:
From Bamunghatta to the Esamuttee or Jaboona River. Distance 34 miles by canal or northern passage.

"From Bamunghatta the passage divides itself into two branches; the one leading southward *via* Yarda, and opening out into the Jaboona at Bussuntpore, through the Kallondce Nuddee navigated by boats of heavy burden; and the other the canal passage, which opens out about nine miles higher up the Jaboona River. The communication in this channel from Bamunghatta to the junction of Bhargore Khatta Khal, a distance of 74 miles, is in good order, with a depth of six to seven feet at low water. The banks are here and there obstructed by hats and piles of wood and straw, particularly near the Police Stations of Gudyepore at Bhattepotah, and Chaltaberia, which should be removed at once."

6th. From the last mentioned place to a mile beyond Bhargore Haut, a distance of about three miles, the canal is very shallow, having about five or six inches depth at low water. The same is the case at three other places within this line as far as the Esamuttee, viz., at Choitod, Bhowanipore, Katta Khal, and Chookoonce Katta Khal. These are marked on the map with yellow dotted lines for reference. These places have filled with silt since they were excavated in 1824, owing to the sluggishness of the tide coming in from different and even opposite sources, and in consequence remaining stationary for some time, which allows time for the formation of deposits. The benefit intended to be conferred by the excavation of the Canals has been almost nullified by their silting; hence no time should be lost in clearing them out. After that has been accomplished, a couple of dredging boats should be kept

employed to stir up the deposits as the tide turns; which would, I think, effectually prevent their permanent formation."

7th. "The line of communication from Bamunghatta to the Esamuttee at Rejepore, a distance of 34 miles, is under the superintendence of Mr. Rose, as Executive Officer of the Canals, by whose people towing paths or bunds have been made, with the exception of about six miles intermediately which will probably be completed when the season permits. They have also bridged the numerous tide creeks and water-courses which intersect the towing paths with posts in the ground at each end and planked over at the top about a foot wide; but both the paths and the bridges should have been made more substantially, as in the manner in which they have been made they are almost useless. The posts of the bridges have decayed in places, and a great many of the planks, from being light and easily removed, have been carried off; and the earthing of the towing paths or bunds, being made only about two feet high, are washed away in many places and under water at flood tides. I would suggest, that the creeks be spanned with large cocoanut or palm-tree trees, and that the towing bunds in low places be made at least five feet high with a good slope on each side, to be above the influence of the tide. A melancholy occurrence took place while I was on my tour of examination. A party of boats were tracking along their boat when one of them was seized by an alligator while wading through a creek, and severely lacerated; he was rescued by the others rushing to his assistance, but I doubt if he survived. Similar accidents are of frequent occurrence, and hence the greater necessity for keeping the bridges over the creeks and towing paths in constant repair."

"Both banks on this line are overlying with several large trees, which project into and over the stream and greatly endanger the passage. These should be removed without delay."

9th. Boats of heavy burden are compelled here to leave the Canal passage, which is in some places silted up. For about three miles in the neighbourhood of Bhargore Haut, there is not a greater depth than five or six inches at low water. Towing paths are constructed for nearly the whole line and the water-courses which would interrupt them have been spanned, but not substantially. These paras. of the report will be sent to the Military Board, who will doubtless carry out Mr. Smith's suggestions for improving the paths and bridges, and for removing the obstructions caused by overhanging trees.

10th. The most important, however, to be carried out in this Section of the Channel is that of locally deepening it. For this purpose extensive excavation is necessary, and two dredging boats must afterwards be employed. On this subject the Executive Department will, of course, be consulted. Mr. Smith estimates the expense of deepening six miles of Channel at Rupees 8,865-10-0.

11th. Subsequently to Mr. Smith's departure, the Board instructed him to commence operations from the left bank of the Esamuttee, from which point to

Khoolna, the Chamfel is without any Executive superintendence: A communication from the Military Board, respecting the state in which Mr. Smith found Mr. Rose's Section, apprized this Board, that the whole strength of Conservancy Establishment, originally allowed for keeping the line of Channel from Chitpore to the Esamuttee, had been transferred to the Collector, of Tolls, and was therefore available only for Conservancy purposes within that Officer's jurisdiction, *viz.*, between Chitpore and Bamunghatta. This transfer was made by General Order, No. 1408, dated the 7th November 1851, in conformity with a suggestion to that effect made by this Board at the instance of the local revenue authorities.

12th This Board are not aware under what orders Mr. Rose was vested with executive charge of the Line from Bamunghatta to the Esamuttee, or whether indeed this line constituted an Executive charge at all before 1850, when a Superintendent was appointed to the Canals defined in Act XXII. of that year. The Board's reference of 1851, related exclusively to the establishments allowed to Captain Guthrie under that Act.

13th. On this Section Mr. Smith reports as follows:—

"My operations for making towing paths commenced from the right bank of the Esamuttee at the termination of Mr. Rose's charge. About five miles in length were cleared of the jungle on the water side as far as Burrumhat; the bank being high, no clearing was required for paths except in a few hollow places. A mile of the jungle was likewise cleared in the vicinity of Kalligunge; but the work was stopped owing to the rains setting in; and the Non-commissioned Officer from the Department of Public Works, appointed to assist me, not joining in time, I was authorised by the Board of Revenue to defer the making of the towing paths, and return after completing the examination of the passage as far as Khoolna."

"The communication from Rojopore to Kalligunge, a distance of 11½ miles, is down the Juboonah a broad and deep stream navigable throughout the year. If the towing path commenced by me be completed, nothing more will be required to facilitate the progress of boats at all times. In two places there are places which are occupied for the construction and repair of boats. These works might be removed to the opposite bank, leaving the side for the towing paths free. In fact a rule of this kind should be adopted as regards the whole line of the passage. The right of the public authorities to keep the banks of the rivers clear for tracking paths, is recognised by Section V., Regulation XI. of 1825, but I am not aware of any law by which it can be enforced by fine or imprisonment, except Section VI., Act XXII. of 1836, which however is only applicable to Tolly's Nullah, as far as its entry into the Sunderbunds and to the Circular Canal across the Salt Water Lake up to Bamunghatta."

"There is another passage from the north of Rojopore through the Boira Jheel, leading out to Bansdhar Nuddee, indicated in Captain Hodge's map, as the Canal passage; but it is navigable only by small boats, and even these do not avail themselves of it, owing to the long pull of seven or eight miles through a dense Jheel jungle of *Hoogla* and *Nall* overhanging the stream from both sides, and the absence of a single habitation within this distance. The route *via* Kalligunge is therefore preferred by all."

"At Kalligunge I found two sunken boats at the junction of Coxenallee Khal with the Juboonah, partially visible at low water. While I was engaged in removing them, I witnessed the destruction of a third boat in the same spot, laden with bales of cloth and various other merchandize proceeding from Calcutta to Daeca. It was when yet at a distance warned by my people to keep off, but the force of the current was such as to baffle the efforts of the boatmen, and it struck on one of the wrecks, filled and went down, within ten minutes, in deep water. After rescuing the men, I saved a large portion of the cargo which was subsequently delivered to the owners under instructions from the Board of Revenue. This is a place of some importance from having a large market, and being the spot where boats are obliged to anchor whether proceeding to or from Calcutta, awaiting the turn of flood-tide coming in from the Juboonah, to proceed either way. Accordingly boats are very much crowded here at times; and as the water from Coxenallee Khal runs down into the Juboonah at a right angle, while the water of the latter is rushing down with equal force, it is the cause of frequent accidents. It is therefore requisite to place a small establishment here to arrange the boats, and make them anchor in line, and leave a sufficient breadth of the stream free."

"The row boat I had with me, was found insufficient to remove the three wrecks above mentioned, and although I obtained an anchor boat from the Bankshall, I could not still remove them bodily. The timbers and parts of the wrecks that projected to within two or three fathoms of the surface, were removed by pieces, and the lower parts of the hulls are sunk in deep water so as not to prove dangerous to boats."

"The wrecks of two other large boats, one a chunam and the other a wood boat, were removed from the stream a few miles further on, which closed my work of removing the immediate obstructions of the passage, as none others were observed."

"The passage from Kalligunge through Coxenallee Khal, is made with the flood-tide as far the junction of Roopokotore Khal, a distance of about 3½ miles, from whence the ebb-tide is required to the junction of Banstolah and Gotheakhallee Rivers, a distance of about 5½ miles; from the latter the next turn of flood-tide is required to proceed on to Assansonee; thus within a distance of 18 miles, three different turns of tide are required for want of tracking paths. But nature has opened a short cut within this space through Dhoabadangah and Habargong, which cuts off a detour of about 6½ miles, and could be

made the means of saving a day in the passage, were the Roopookore and Badaokul Khals improved by cutting off a few of the sharp windings, and making a towing path the whole way. The want of this convenience is very much needed along the whole line of communication. For instance, on arriving at Assanonee, the influence of a contrary tide coming in from the Kullputta River is felt, and again in coming from Teecha with the flood-tide from the Cobaduck River, the influence of a contrary tide coming in from the Cullputta River is experienced at Boerampore. In both cases for the want of towing path to track over $\frac{3}{4}$ of a mile in the one, and about a mile in the other, boats are detained until the next turn of tide. The distance between Assanonee and Teecha is about $4\frac{1}{2}$ miles, being in all $89\frac{1}{2}$ miles from Dhappa to Esamuttee, and $35\frac{1}{2}$ from the latter to Teecha."

14th. The first 11 miles of this Section is down the Juboonah on the right bank of which Mr. Smith cleared the jungle for about five miles. The bank is high, so that a raised towing path is not wanted. There are, however, some obstructions on the bank with which the Magistrate is competent to deal under Section V., Regulation XI. of 1825. At Busumpore, the Kalindee River enters the Juboonah; it is there that the large boats mentioned, as obliged to leave the Lake Channel near Bamunghatta, regain the regular channel. From Kalligunge two miles lower down on the left bank of the Juboonah, the Channel is through the Coxallie Khal. There is a large mart at Kalligunge, and many boats being collected here at the junction of two streams, one at right angles to the other, it is the scene of frequent accidents. There is a Police Thannah at Dum-Dumma a little above the junction, and Mr. Smith would station a small establishment on the spot to preserve order among the boats.

15th. From Kalligunge to Assanonee, there is a distance of about 18 miles, which can only be traversed by "Kuthals," *c. i. e.*, by waiting for three favorable tides. The map will show how circuitous the route here becomes by the Bantolah and Gothea Khallee Rivers. A short cut, saving $4\frac{1}{2}$ miles of distance and a day's delay, exists, and has only to be improved by cutting off a few sharp windings, and by making a towing path the whole way, and beyond Assanonee to Boerampore.

16th. From Assanonee to Teecha on the right bank of the Cobaduck, is $4\frac{1}{2}$ miles. The inconvenience and delay experienced by boats going either way from the want of a towing path, is pointed out very forcibly in Mr. Smith's 13th para.

17th. There are two routes in this Section, a third marked as such in Hodge's map, does not seem ever to have been opened, and would not, Mr. Smith thinks, be frequented if it were. Paras. 14 and 15 of his Report describe these routes:—

"From Teecha the passage is again divided into two branches, one *via* Chandoolly through the Menes River into the Sepsha River, and then up the Dhakee Nuddee; from which is also the Steamer passage, and through the

Choonkooree Khal up the Passur River to Khoolnah. This passage is deep throughout, but the progress of boats is opposed by contrary tides at places, and it only requires a towing path to facilitate the navigation at all seasons. The distances are from Teecha to Chundkhallee, two miles; to Sepsha, $11\frac{1}{2}$ miles; to the junction of Dhakee Nuddee, $14\frac{1}{2}$ miles; to the junction of Bhudder River, $21\frac{1}{2}$ miles; to the junction of Choonkooree, $23\frac{1}{2}$ miles; to the junction of Passur, $26\frac{1}{2}$ miles; to the junction of Bytaghatta, 37 miles; and to Khoolnah, 43 miles."

"The other branch indicated on Captain Hodge's map, as the Canal passage, is shown on his map as running up the Cobaduck River to Mokamtolah, and from these through Cupilmonee and Bhungarea Gong into Bhudder River; but it does not appear that this passage was ever opened. I have been up the Bhungarea Gong as far as Cupilmonee, but beyond it no trace of the Channel is to be seen. Even if it were opened. I do not think it would be resorted to at all times, on account of a long run of the Cobaduck River to be traversed, which would be difficult in the north-east monsoon, and again in the south-east monsoon. The Channel now opened and greatly followed by boats of 6 to 700 maunds burden and under, is Bosekhallee, which runs immediately under the village of Bunka and through the Pygaia down the Sepsha, and from thence up the Dallettee Gong, and through the Bhudder and Bytaghatta to Khoolnah. Bosekhallee was not probably open at the time when Captain Hodge compiled his map, as he does not show it. The distance to Khoolnah by this route is precisely the same as that *via* Chundkhallee; but it may be shortened about six miles by opening a passage from the Cobaduck River into Kulseeboonea Khal above Sreerampore, about 24 miles above Teecha. There are several sharp turnings in the Bytaghatta Khal, and the short cut which connects the two parts of a bend of the Bhudder. These should be cut off, and a towing path made from Teecha to Khoolnah."

18th. The route for larger boats, which from the Dhakee Nuddee is that followed by the Steamers, only requires towing paths to render the boatmen independent of the tides. Another route taken by smaller boats, is by creeks, which enter the Passur or Khoolnah River, some eight miles higher up than the other. The distance by both routes is the same, and both require towing paths. Such being the case, it would be better, the Board think, for the present, to improve the communications by the former route only.

19th. The obstructions to navigation actually removed by Mr. Smith in General Observations. course of his trip, consisted of the wrecks of nine boats, five of which were found in the neighbourhood of Kalligunge in a part of the Channel beyond existing Executive superintendence. The breaking up of these wrecks, and the clearing away of overhanging jungle for a line of five miles on the left bank of the Esamuttee, constitute what has been done toward facilitating the navigation of the Eastward.

20th. What remains to be done independently of the measures for deepening the Channel in the 2nd Section, consists in providing towing paths, on which

subject Mr. Bidwell, who, as Controller of Salt Chokies, has had some experience of Sounderbund's navigation, makes the following observations:—

"It will be observed, that Mr. Smith considers it requisite that a towing path should be completed for the whole distance from Dhappha to Khoonah, and submits an estimate of the expense of the work amounting to Rs. 14,977. But as in my opinion this is not required, from the nature of the navigation which is tidal throughout, I have requested Mr. Smith to show on the map, the places in which he thinks it more urgently required, that is, places where for instance, a whole day might be saved to boats navigating the Channel in question, by enabling them to track perhaps two or three miles or less, against an adverse tide."

"The path can then be constructed in the first instance in the places where it is most wanted, and if considered advisable, the completion of the connecting portions can be effected afterwards."

21st. Mr. Smith's estimate, which must be regarded as a rough one, is extracted in the margin. It provides

Probable estimate for making a towing path along the whole line of inner navigation and clearing the jungle on the River side, an average breadth of 20 feet as follows:

	M. F.
From Dhappha to Bamunghatta, Between Bamunghatta and the Esamitte left unfinished by Mr. Rose,	5 0
From Beroonah to Teesha vid Banatollah,	6 0
From Rosegooree Kial to junction of Haherpong,	31 0
From Teesha to Khoonah vid Monsee River,	5 0
From ditto to Hytinghatta and its junction with the Passur, ..	48 0
	87 0
Total Miles, ..	127 0

Repairing the towing path constructed by Mr. Rose from Bamunghatta to Esamitte, .. 33 0
127 miles embankment for a towing path average 6 feet base, 2 feet at the top and 4 feet high, 10,728,950 0
83 miles ditto over Mr. Rose's work, average 25,000 cubic feet per mile, .. 1,386,000 0

Total Cubic Feet Embk., .. 12,114,950 0

127 miles long cutting away, .. 931 square
Jungle about 20 feet broad, .. Beegahs.

Charges,
12,114,950 cubic feet Embankment at 1 per 700 feet, Rs. 12,115 0 0
931 square beegah jungle cutting at 2 per beegah, .. 1,862 0 0
Spanning the Creeks with Coconut and Palmyra trees, .. 1,000 0 0

Total, Rs. 14,977 0 0

for heightening the towing path already constructed by Mr. Rose for 33 miles in the 2nd Section, and for spanning all the creeks which cross the paths. The Board are disposed to agree with the Commissioner, that towing paths are not required for the whole length of line. They would confine their construction for the present, at all events, to those portions of it which are marked with burnt sienna, on the map of the first three Sections, and on the Choonkooree Kial on the map of the 4th Section. The Military Board might be called on for an estimate of the cost of this work, which would extend along a line of some 50 miles.

22nd. The two concluding paras. ● Mr. Smith's Report, concern the employment of an organized establishment for Conservancy purposes on the Channel, and are appended in copy to this letter, together with an estimate of what it would cost to maintain it. The Officiating Commissioner thinks, Mr. Smith's proposition worthy of con-

sideration, and his selection of Kalligunge for the head quarters of such an establishment judicious; but he apparently thinks that so many peons would not be necessary; that half the number proposed by Mr. Smith, under four or six jemadars, would be sufficient.

"If the expense," he proceeds to say, "renders it impossible to entertain this proposition, I would recommend, that the services of the Superintendents of Salt Chokies be made of use in the matter. The Baugundee and Khoonah Superintendents are constantly passing and re-passing along this line, and could, without inconvenience or detriment to their own immediate duties, either note for the information of the Superintending Engineer, the places where a towing path is required to be made, or a sunken boat removed, and if empowered to do so, see the work executed, or, what perhaps would be more effectual, might, when the line has been once put in good order by the Executive Department, be entrusted with the charge of it, and directed to keep it in order, taking immediate measures for the removal of any obstruction or preservation of any part of a towing path which may require attention. They might act in the matter under the general control of the Superintending Engineer, corresponding with him on the subject, and submitting their bills of charges through him."

23rd. The Board observe that the control of the channel from Bamunghatta to Khoonah, so far as regards the removal of obstructions in its bed or its banks, is under existing laws vested in the Magistrates of 24-Pergunnahs, Barraset and Jessore, within their respective jurisdictions. The same laws empower Government to vest this control in any other officer, but looking to the necessity, which Mr. Smith shows to exist, of improving the Police arrangements on the line, it is expedient, the Board think, that the general supervision of the channel should continue, as heretofore, with the Magistrates. The Commissioner as Superintendent of Police, will now be always at hand to see that they duly exercise the powers vested in them, and will be occasionally traversing the line in person. If the Board's view be adopted, it will remain only to consider, what increased subordinate agency should be assigned to the Magistrate, a subject, which is beyond the Board's province. They have been given to understand that a proposition for re-constructing the River Police Establishment, as far as the Atara Banks, has been already submitted to Government by the Magistrate of the 24-Pergunnahs; and in this case, the present reference will probably be associated with it.

24th. It is desirable, the Board think, that the Executive charge, which is vested in Mr. Rose of the Channel between Bamunghatta and the Esamitte should be extended to the remainder of the Channel as far as the Passur River. Under the impression that the Military Board will be able to furnish Government with the information of which as pointed out in para. 12 above, this

Board are not in possession, I have been desired to send them a copy of this letter.

24th. In conclusion, I am to remark that the Board are opposed to the Commissioner's proposal to make use of the services of the Khoolah and Baugundee Superintendents, if, as is not quite clear, he intended that they should be entrusted with magisterial powers. They might tender assistance to the Magistrate or Deputy Magistrate appointed to superintend the eastern Channels, by being required to report on the state of the navigation in the course of their inspection trips.

26th. Of the importance of keeping these channels open and safe, there can, the Board conceive, be no question, and the expense involved by measures of reform with such an object, is a legitimate charge on the Toll revenue, which though levied within certain limits, is, for the most part, paid by boats which traverse the channel beyond them.

I have, &c,

(Signed) A GROTE,
Officiating Secretary, Board of Revenue.

No. 254.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,

To A. GROTE, Esq.,

Offg. Secretary to the Board of Revenue, L. P.

Dated Fort William, the 4th April 1854.

SIR,—I am directed by the Most Noble the Governor of Bengal to acknowledge the receipt of your letter, No. 42, dated the 10th February last, submitting, with the Board's observations, extracts from Mr. Unconnected Deputy Collector Smith's report on the line of navigation from the Salt Water Lake to Khoolah.

In reply, I am desired by His Lordship to state for the information of the Revenue Board, that the Military Board have been directed to take immediate measures for deepening and clearing the channel along the whole line of communication from Dheppa to Khoolah, and for constructing and repairing the towing paths, where they are really required.

3rd. The Commissioner of Circuit of the Nuddea Division, has been requested to instruct the Magistrates of the 24-Pergunnahs, Jessore and Barraset to organize a sufficient establishment, not exceeding the extent proposed by Mr. Smith, for the Police and Conservancy of the line of navigation, whose

duty shall be to maintain the channel and towing paths clear of obstructions, and otherwise in good condition, to keep order among the boats at the anchoring places, and to protect the lives and property of persons in transit.

4th. I am also directed by His Lordship to request, that the Board of Revenue will desire the Superintendents of Salt Chokeys for the Barripore, Baugundee and Jessore Divisions, to inspect the channels and towing paths when visiting their Chowkays, and to report to the several Magistrates on their condition, and generally on the efficiency of the River Police and Conservancy Establishment.

5th. The proceedings of Mr. Smith are approved.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) W. GORDON YOUNG,

Under-Secy. to the Govt. of Bengal.

APPENDIX G.

Presentation of Marine Bills for Payment.

Calcutta, 27th December 1853.

To A. R. YOUNG, Esquire,

Secretary to the Board of Revenue.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce

Letter from Officiating Collector to Secretary Chamber of Commerce.

Letter from Secretary Chamber of Commerce to Officiating Collector.

Note.—Given in the last Report.

to wait on you with the accompanying copies of correspondence noted in the margin, between the Officiating Collector of Customs and this office, on the subject of the presentation and payment of Marine Bills.

The suggestion of the Committee for the common convenience, both of the Custom House Department, and of Merchants, that all Marine Bills should be presented for payment within seven days from the date of entry or clearance of the vessel on which they may be incurred, has not, it much regrets, been put into operation, and in consequence, cases have again come to the notice of the Committee, in which similar misunderstandings with those referred to by the Officiating Collector, have again occurred.

The Committee will feel extremely obliged by your bringing the subject under the consideration of the Board of Revenue, and begs respectfully to urge

the absolute necessity of some such rule being adopted, as that stated above for limiting the time allowed for the presentation of Marine Bills for payment.

I am, &c.,

(Signed) T. M. ROBINSON,
Secretary.

No. 45 A.

FROM THE OFFICIATING JUNIOR SECRETARY TO THE
BOARD OF REVENUE,
TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Fort William, the 12th January 1854.

Customs.
E. CURRIE, Esq.

Sir,—I am directed to acknowledge the receipt of your letter, dated the 27th ultimo, with enclosures, relative to the presentation and payment of Marine Bills, and to transmit, for your information, the annexed copy of one, dated the 4th instant, from the late Officiating Collector of Customs, to whom yours under reply was forwarded for report.

2nd. No delay, the Board observe, appears to occur in the Collector's Office, and they have directed, that the date of the issue of the Bills to the collecting sircars be noted on the face of the bills, as suggested in your letter to the Officiating Collector of the 25th October last. But it will be obvious to the Chamber of Commerce, that the sircars can have no object in delaying presentation, and it seems probable that the delay complained of in the adjustment of these accounts may occur more frequently from the Bills not being paid at once, when they are first presented.

3rd. With regard to the 3rd and following paras. of Mr. Bowring's letter, the Board will only observe, that the late Officiating Collector, must (they conclude) be mistaken in supposing, that the Chamber had any desire to assume authority over him, and that it is desirable that the Chamber should communicate freely with the Collector in the first instance in all matters connected with the Custom House, applying to the Board only in cases of difference of opinion, or when, after an ineffectual reference to the Collector, they may see reason to complain of his proceedings.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) A. R. YOUNG,
Officiating Junior Secretary.

No. 14.

FROM THE OFFICIATING COLLECTOR OF CUSTOMS, CALCUTTA,
TO THE OFFICIATING JUNIOR SECRETARY
TO THE BOARD OF REVENUE, CALCUTTA.

Dated the 4th January 1854.

Sir,—Adverting to the Board's Order, No 1602, dated 31st ultimo, calling for a report on a letter addressed to you by the Secretary to the Chamber of Commerce, I have the honor, in the first place, to observe, that, as the Board will perceive from the copy of my letter therewith forwarded, I never engaged that Marine Bills should be presented within seven days of the entry or clearance of any vessel.

2nd. Marine Bills are prepared in the Office of the Master Attendant, sent by him to the Marine Audit Office, and then to me for realization. The inward Bills are usually received by me four or five days after the vessel enters; but the outward Bills are often not prepared till more than that time after the vessel clears, as the Master Attendant waits, I believe, for the report of the Pilot having left the Ship at Sea. In either case the Bills are sent out for realization at 10 o'clock the morning after they are received here. The collecting sircars complain that they are kept waiting now as formerly, and that parties will not sign a paper or the Bills as having been presented for payment. So far as regards my Office, I can safely assert that there is no unnecessary delay. I have sometimes called for a Bill the day after its receipt, and found it had already been sent out. The same misunderstanding exists now as before, and especially in regard to the inward Bills, which Consignees often refuse to pay until the ships are clearing outwards. The Merchants do not appear to attend to any recommendation the Chamber may have made on the subject; while I will venture to assert, that the Custom House sircars generally obey my stringent orders.

3rd. I regret to have observed a rather unfriendly spirit in the Chamber of Commerce in regard to myself. When I first attempted to alter the system in the Custom House, I naturally sought the co-operation of the Committee of the Chamber. I was informed that their advice and assistance were at my service; but when I applied for the former demi-officially, I was told to subject my application in an official form, which I declined to do, as such an act would have been to have acknowledged authority in the Committee similar to that of the Board of Revenue. I therefore received neither advice nor assistance. Lately, in the question of Wharfage, the Committee have attempted to throw the responsibility on the Preventive Officers, though they must have been well aware, that the difficulty arose wholly from their principal Landing

Agent refusing to show his out-passes to those same Preventive Officers. In the present case the Chamber has applied to the Board direct, preferring a general complaint. If they had wished for a remedy, the most natural course would have been to have brought two or three cases to my notice, when I would have given redress, if in my power, or, if preferable, have addressed the Marine Authorities on the subject.

4th. The Members of the Committee of the Chamber of Commerce are several of them Directors of the Bonded Ware-house Association, who, by their Secretary, on the 29th ultimo, addressed the Board, in the case of the Cargo of the *Alfred*. The Board referred Mr. Robinson to me, but no application was made. Yesterday, however, Mr. Robinson addressed me officially, calling on me to explain why I refused to allow the Cargo of the *Alfred* to be landed at the Bonded Ware-house. Had the letter been addressed to me by order of the Board, it would have been unobjectionable; but I acknowledge no similar authority in a mercantile association. Had there been no other reason for my order in regard to the *Alfred's* Cargo, the fact that the arrangement to land a whole Cargo of dutiable goods, elsewhere than at the Custom House, had been made without my sanction, and my authority in the matter treated as nominal, would have been a quite sufficient ground of objection.

5th. I trust I am mistaken in supposing that the Chamber of Commerce wish to exercise some authority over me, perhaps they may think themselves entitled to do so, in a degree, jointly with the Board; but I hope, that I shall be supported in resisting any encroachment; and that the Board will be pleased to direct the Chamber in future to seek redress from me for any irregularity in the first instance; their right of appeal to the Board, I would be the last person to wish to interfere with.

I am, &c.,

(Signed) S. BOWRING,
Officiating Collector.

CALCUTTA, CUSTOM HOUSE,
The 4th January 1854. }

(True Copy.)

BOARD OF REVENUE,
FORT WILLIAM,
The 12th January 1854. }

A. R. YOUNG,
Officiating Junior Secretary.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 30th January 1854.

To A. R. YOUNG, Esq.,

Officiating Junior Secretary to the Board of Revenue.

Sir,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge the receipt of your letter, No. 45 A., of the 12th instant, accompanied by a copy of one to your address, from the late Officiating Collector, on the subject of the issue and collection of Marine Bills.

2nd. The Committee desires me to reply generally, that the subject of the delay in collecting these Bills, was originally brought to its notice by the Officiating Collector; that it recommended the plan proposed by him to the adoption of the Members of the Chamber of Commerce; and that it suggested to him on the 25th October, the plan stated in my letter to you of the 27th ultimo, that the Bill itself might be some clue to where delay, if any, originated; but to that letter the Committee was never favored with any reply from him. The sole object of the Committee has been to assist in preventing all misunderstandings between Merchants and the Custom House Authorities, and it begs now again to repeat most emphatically that, in their opinion, nothing will contribute so much to the ready collection of all Marine Bills as their presentation to Consignees as soon as possible after the entrance and clearance of all Vessels.

3rd. The attention of the Board is therefore solicited to the advisability of fixing, in communication with the Marine Authorities, some absolute limit to the time allowed for the preparation and presentation of these Bills.

4th. The Committee would even recommend that the outward Pilotage Bills should in future be prepared and presented for payment as soon as the Pilot appointed to a Vessel has moved her from the Port of Calcutta.

5th. The draught of water of every Vessel is ascertained here and certified by the Pilot and Commanders to the Bankallah Authorities, and as the charge is not contingent on her being safely taken to sea, no object is gained by the Consignees from the delay of the present system. The Committee would also suggest, with a view of facilitating the passing of claims for return Pilotage, that all certificates of Vessels having gone to Sea should state whether, and how far, any towing by Steamers had been employed, and that such certificates should be sent in duplicate to the Master Attendant by the Pilots. One copy should then be at once sent in by that Officer to the Marine Superintendent; the Consignees of Vessels would then not be obliged to wait in cases of a refund of Pilotage payable by Government, until the return to town of the Pilot who took the Vessel down the River, which may not occur until after an interval of a week to ten days or perhaps a month.

6th. Were the system to be adopted as thus proposed, all the delay which now takes place would be avoided. The Superintendent of Marine could at

once refer to the certificates furnished from the Master Attendant's Department, and audit each particular Bill when presented; thus rendering it unnecessary for the Ship's Agent to wait for the Pilot, or procure from the Bankshall a certificate as he is now compelled to do.

This would be in fact a saving of time and labor to all the Departments of Government also.

7th. The interest of an Agent in any Vessel does not necessarily extend beyond the particular voyage on which she is consigned to him, and on every ground it must be his desire, as it is his interest, to close all accounts connected with every Vessel as soon as he possibly can; so that the Committee is unwilling to suppose that any Member of the Chamber would ever be backward in aiding to give effect to orders of the Board similar to those above suggested, so palpably intended for the convenience of all.

8th. In reply to paragraph No. 3 of your letter under acknowledgment, I have to state that the Committee will always, as it has hitherto done, address itself in the first instance to the Collector of Customs on matters connected with his Department, and apply to the Board only in the cases suggested by you.

The Committee need not, it trusts, assure you that nothing could be further from its intention than to assume the smallest semblance of authority over the Officiating Collector of Customs. The attempt would have been absurd, and the Committee cannot but consider Mr. Bowring's comment on its supposed disposition as extremely puerile.

I am, &c.,

(Signed) T. M. ROBINSON,
Secretary.

No. 325.

FROM THE OFFICIATING JUNIOR SECRETARY TO THE
BOARD OF REVENUE,
TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Fort William, the 27th February 1854.

SIR,—With reference to your letter, dated the 30th ultimo, relative to the preparation and presentation for payment of Marine and outward Pilotage Bills, I am directed to transmit for your information the annexed copy of a communication on the subject, from the Secretary to the Superintendent of Marine,

Customs.
E. CURRIE, Esq.

dated the 22nd instant, No. 970, and to observe, that the arrangements therein indicated seem to the Board calculated to meet the views of the Chamber of Commerce.

I have, &c.,

(Signed) A. R. YOUNG,
Officiating Junior Secretary.

No. 970.

TO A. R. YOUNG, ESQUIRE,
Junior Secretary, Board of Revenue.

SIR,—By direction of the Superintendent of Marine, I have the honor to acknowledge the receipt of your letter, No. 230, of 6th instant, No. 230, of 6th instant, forwarding copies of correspondence as per margin, relative to the preparation and presentation for payment of Marine and outward Pilotage Bills, and requesting the Superintendent of Marine to state, for the information of the Board of Revenue, whether, in his opinion, there would be any difficulty in acting on the suggestions of the Chamber of Commerce.

The object of the Chamber of Commerce is, to get the Bills for outward Pilotage and other Marine charges paid as soon as possible after the departure of each Vessel, and to be enabled to recover the refund on account of the employment of steam.

The Chamber of Commerce appear to think that it is the duty of the Pilot to furnish to the Bankshall a certificate of the draught of water of a Ship he is taking away. This department on the other hand has always held that the Pilot has done his duty in that respect when he has signed the certificate after having ascertained its correctness by an inspection of the marks. It not unfrequently happens that the Ship's Port Clearance is not brought to the Master Attendant's Office until late in the afternoon, and frequently the Pilot does not receive his order to take charge of the Ship until late in the evening, and the Ship may be leaving in the morning and perhaps by steam. In such circumstances the Pilot cannot be held responsible that the certificate that he signs on board the Ship shall reach the Bankshall, unless the Ship remains

long enough to enable him to ascertain the fact. Those concerned in the Ship must, as they have hitherto done, see that the certificate reaches the Bankshall at once, if they wish to have the Pilotage Bill speedily presented for payment. This practice the Superintendent cannot see that it would benefit the Mercantile Community to alter.

4th. In respect to the certificate on which the Agents of the Ship are to obtain a re-fund of Pilotage for the employment of Steam, the Superintendent is also for leaving it to the parties most interested in its reaching its destination. Those Agents who wish for the earliest receipt of the document on which only the refund can be claimed, can furnish the Commander of the Ship with a blank form of certificate to be filled up and signed by the Pilot before he leaves the Ship at the Sandheads; this can be given to the Pilot, or to the Commander of the Steamer on her leaving the Ship, under cover addressed to her Agent to be forwarded to Kedgeres by first opportunity, and thence by post to Calcutta.

5th. The Board of Revenue and the Chamber of Commerce may rely on the Superintendent's best endeavours to have the Marine Bills made out, audited, and sent to the Collector of Customs as speedily as possible after the receipt of the necessary certificate, and also that the Bill for re-fund be speedily passed when offered for audit with the necessary voucher, and he would suggest, that on presentation of certificate of draught of water at the Bankshall, and of re-fund Bill at this Office, it should be accompanied by a receipt book in which the particulars of the Certificate or Bill, as the case may be, should be entered, together with the date of presentation; that when delay does take place the circumstances of the case may be fully known.

I have, &c.,

(Signed) H. HOWE,
Secretary.

PORT WILLIAM,
MARINE SUPERINTENDENT'S OFFICE,
The 22nd February 1854.

(True copy.)

BOARD OF REVENUE,
PORT WILLIAM,
The 27th February 1854.

(Signed) A. R. YOUNG,
Officiating Junior Secretary.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 6th March 1854.

To A. R. YOUNG, Esq.,

Officiating Junior Secretary to the Board of Revenue.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce, to acknowledge the receipt of your letter, No. 325, of the 27th ultimo, with copy of a letter from the Secretary to the Marine Superintendent on the subject of the presentation of Marine Bills, the views set forth in which you state seem to the Board of Revenue calculated to meet those of the Chamber of Commerce.

On perusal of the Superintendent of Marine's letter, it appears to the Committee, that that Officer confines himself to the recommendation that every thing should remain exactly as it is.

The Superintendent of Marine appears, however, to labor under some misapprehension as to the present working of the system of Pilot's certificates of draught of water and of towing by Steam.

When a Pilot takes charge of a Ship, he fills in a certificate of her draught of water and sends it to the Master Attendant. If he has not an opportunity of sending it before he leaves the port, he forwards it from one of the River Stations as he proceeds down, but in all cases the Pilot is responsible to the Master Attendant for the certificate of the draught of water reaching the Bankshall, and from that certificate the Pilotage Bill is made out. It has never depended on the exertions of any other party that the Pilot's certificate should reach its destination, as from 3rd paragraph of his letter the Superintendent of Marine would appear to believe.

In like manner when a Pilot quits a Vessel at the Sandheads, he fills in a certificate stating, among other things, how far the Vessel had been towed by Steam; this certificate he delivers to the Commander of the Brig, on board of which he has proceeded to wait his turn for an inward-bound Ship, and the Commander of the Brig forwards it direct to the Master Attendant. The Master Attendant forwards a copy to the Custom House, for what object the Committee is unaware; but if that copy were forwarded instead to the Superintendent of Marine, it would enable him to audit re-fund Bills without delay, or calling on the Consignees of Ships to procure certificates from the Pilots.

With reference to the suggestion contained in the 4th paragraph of the letter of the Superintendent of Marine, the Committee desires me to remark, that a Register may be kept in his Department, in which the particulars of each Bill should be entered when given in, so that when delay occurred the circumstances of the case may be fully known.

The Committee, in the correspondence that has arisen on the subject of these Marine Bills, has only had in view to expedite and simplify the collection of

those Bills. It regrets that so many objections have been found to its suggestions, and so satisfied is it of the benefit likely to result from their being put into practice, that it hopes it may, without any impropriety, solicit the Board to give the system proposed a fair trial, for this would impose no additional trouble whatever on the Marine Department during the experiment, while, if the trial proved that, contrary to expectation, the suggestions of the Committee, when carried out, were not any improvement, the old system could easily be reverted to.

I have, &c.,

(Signed) T. M. ROBINSON,
Secretary.

No. 476.

FROM THE OFFICIATING JUNIOR SECRETARY TO THE
BOARD OF REVENUE,
TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Fort William, the 23rd March 1854.

Customs.
E. CURRIE, Esq. Sir,—I am directed to acknowledge the receipt of your letter, dated the 6th instant, on the subject of the preparation and presentation of Marine Bills.

2nd. In reply I am to observe, that the preparation of these Bills is a matter which entirely concerns the Marine Department over which this Board exercises no control.

3rd. The object of the Superintendent in the suggestions made by him, appears to have been to leave the obtaining and presenting of the certificates necessary for the preparation of Pilotage Bills and the grant of re-funds, as much as possible, to the parties concerned, and this seemed to the Board an arrangement likely to meet the views of the Chamber of Commerce.

4th. If the Committee see any thing which they would desire to have amended in the working of the system in the Marine Department, they can, if they think proper, represent their wishes to the Superintendent of Marine direct. The Customs Department merely collects Marine Bills when handed over for that purpose from the Marine Department, and so much of the suggestion of the Chamber as relates to the collection of Bills has already been adopted, as you were informed in my letter of the 12th January last.

I have, &c.,

(Signed) A. R. YOUNG,
Officiating Junior Secretary.

APPENDIX H.

BOMBAY DAWK ROUTES.

Calcutta, 28th December, 1853.

TO CECIL BEADON, Esq.,

Secretary to the Government of Bengal.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce, to request the favor of your bringing to the notice of the Most Noble the Governor of Bengal, the very great and constant inconvenience caused to the Commercial Community, by the abandonment of the direct dawk route hence to Bombay, and the substitution for it of the route *via* Allypugger, Mirzapore, Jubbulpore, &c., for the transmission of the ordinary post between the two Presidencies.

By the former route the dawks were conveyed in eight to nine days, whereas upon the new line of road, the time occupied in their transmission is now from ten to eleven days.

On the proposed change by Government of the dawk route to Bombay being, in the month of August last, brought to the notice of the Chamber by the Deputy Post Master General in charge, the Committee, believing that by better roads and means of conveyance, there would be, at least, no eventually increased delay in the time occupied in the transmission of letters, did not make the objections, which a more mature consideration of those natural to such a change, ought to have induced it to offer.

The continued inconvenience, however, to which the public is subjected, makes it an imperative duty to remonstrate against the longer use of the circuitous route.

Among the numberless instances of practical injury resulting from the late unfortunate change, I have to mention that orders for the purchase of opium at the 12th sale, posted in Bombay on the 5th instant, in full confidence that they would have been delivered here on the morning of the 15th, the day of the sale, did not arrive until the 16th, to the consequent disappointment of all concerned.

In the present state of intercommunication in British India, it is obvious that the objections, which always exist to circuitous routes, must here, for many years to come, possess tenfold force, and as the Committee has learnt that another change of route *via* Agra and Indore is now under the considera-

tion of Government, it considers this a proper time to represent most earnestly the impolicy of changes that retard, instead of improving, communication, and to urge a return to the old and more direct route *viâ* Midnapore, Sumbulpore, &c.

This recommendation becomes all the more important, from the anticipated improvement in Steam communication between Aden and Bombay, as the earliest intelligence from Europe for six months in the year, as well as frequently from China, ought to be received *viâ* Bombay; and the Committee begs respectfully to suggest, that the true course for Government would be to secure the early and material improvement of the line of road *viâ* Midnapore, and to make full use of it.

I have, &c.,

(Signed) T. M. ROBINSON,
Secretary.

No. 25.

FROM THE SECRETARY TO THE GOVERNMENT OF BENGAL,

TO T. M. ROBINSON, Esq.,
Secretary Chamber of Commerce.

Dated Fort William, the 3rd January 1854.

Sir,—I am directed by the Hon'ble the Deputy Governor of Bengal, to acknowledge the receipt of your letter, dated the 28th ultimo, bringing to the notice of Government "the very great and constant inconvenience caused to the Commercial Community by the abandonment of the direct dawk route hence to Bombay, and the substitution for it of the route *viâ* Allypugger, Mirzapore, Jubbulpore, &c., for the transmission of the ordinary Post between the two Presidencies."

2nd. You state that, "by the former route the dawks were conveyed in eight to nine days, whereas upon the new line of road the time occupied in their transmission is now from ten to eleven days."

3rd. As an illustration "of the numberless instances of practical injury resulting from the late unfortunate change," it is mentioned, "that orders for the purchase of opium at the 12th sale posted in Bombay on the 6th instant, in full confidence that they would have been delivered here on the morning of the 16th, the day of the sale, did not arrive until the 16th, to the consequent disappointment of all concerned."

4th. The Deputy Governor desires me to request, that you will place in

the hands of the Committee of the Bengal Chamber of Commerce the accompanying copy of official documents, showing the grounds on which upon the establishment of a bi-monthly steam communication between England and India, the route from Nagpore to Calcutta *viâ* Sumbulpore was abandoned, and the route *viâ* Jubbulpore and Mirzapore adopted in its stead.

5th. The change was resolved upon by the Most Noble the Governor of Bengal after mature deliberation, the cost of maintaining the establishments on the Sumbulpore line being greatly in excess of the receipts, and the consequent net charge on the Revenue far greater than the possible, but doubtful, temporary benefit conferred on the public by the continuance of the line would justify.

6th. Since the change of route took place, mail carts have been placed on the line between Mirzapore and Jubbulpore, and measures have been taken to make the road from Jubbulpore to Nagpore practicable for the same means of conveyance. The difference in point

Average time from Bombay to Calcutta.

	Days.	Hours.
December 1852,	8	7½
December 1853,	9	15½

Difference, 1 7½

Average time from Calcutta to

	Days.	Hours.
December 1852,	8	15½
December 1853,	9	13½

Difference, 0 22

of time, occupied in the transit of the mails during the month of December in 1852 and 1853, is shown in the margin, and when the establishments between Mirzapore and Nagpore are in full working order, the balance of time will be in favor of the new route.

7th. It is in contemplation to adopt early measures for metalling and bridging the whole distance from Mirzapore to Nagpore, and for placing the road on the same footing as the Grand Trunk Road. When this is completed, the time occupied in transit on the new line will be considerably less than on the old one, and this, independent of the advantage that the former will derive from the opening of the Railway at no distant period to Pandoun in the first instance, and afterwards to Ranegunge.

8th. The Deputy Governor, therefore, while he deeply regrets the inconvenience felt by the Commercial Community of Calcutta, in consequence of an occasional and temporary detention of their letters between Bombay and Calcutta for 24 hours, conceives that the inconvenience is not of sufficient magnitude to justify the Government in again incurring the enormous expense

of keeping up a separate and unprofitable line of dawk communication, which after all would be useless.

9th. You state that, the Committee have learned that another change of route *via* Agra and Indore is now under the consideration of Government; but the Committee have been misinformed in this respect. The fixed object of the Government is to improve the means of transit, and expedite the Mails as much as possible by the route of the Great Deccan Road, and to that object its attention will continue to be directed.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) CECIL BEADON,
Secy. to the Govt. of Bengal.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 23rd January, 1854.

To CECIL BEADON, Esq.,
Secretary to the Government of Bengal.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce, to acknowledge the receipt of your letter of the 3rd instant, in reply to mine of the 28th December, relative to the change of dawk routes between Calcutta and Bombay, and to thank you for the copies of official documents that accompanied by of desire of His Honor the Deputy Governor.

You state that "the change was resolved upon by the Most Noble the Governor of Bengal after mature deliberation, the cost of maintaining the Establishments on the Sumbulpore line being greatly in excess of the receipts, and the consequent net charge on the Revenue far greater than the possible, but doubtful, temporary benefit conferred on the public by the continuance of the line would justify."

You further inform the Committee that, "since the change of route took place mail carts have been placed on the line between Mirzapore and Jubbulpore, and measures have been taken to make the road from Jubbulpore to Nagpore practicable for the same means of conveyance." You give a marginal note of the difference of average time on the two routes occupied in the transit of the Mails during the month of December 1852 and 1853, (the most favorable for the comparison,) showing a difference against the new route of 1 day 7½ hours from Bombay to Calcutta, and of 22 hours from Calcutta to Bombay, and observe that "when the establishments between Mirzapore and Nagpore are in full working order, the balance of time will be in

favor of the new route." You intimate that "it is in contemplation to adopt early measures for metalling and bridging the whole distance from Mirzapore to Nagpore, and for placing the road on the same footing as the Grand Trunk Road;" and you add that, "when this is completed, the time occupied in transit on the new line will be considerably less than on the old one, and this, independent of the advantage that the former will derive from the opening of the Railway at no distant period to Pundoo, in the first instance, and afterwards to Raneegunge."

You then announce that "the Deputy Governor, therefore, while he deeply regrets the inconvenience felt by the Commercial Community of Calcutta in consequence of an occasional and temporary detention of their letters between Bombay and Calcutta for 24 hours, conceives that the inconvenience is not of sufficient magnitude, to justify the Government in again incurring the enormous expense of keeping up a separate and unprofitable line of dawk communication, which after all would be useless."

The Committee of the Chamber of Commerce begs most respectfully to state its inability, with the facts now before it, to arrive at the conclusions, on which it would appear that the Government Orders for the change of routes were founded. From a review of all the circumstances of the case, so far as known, the Committee is of opinion that the weight of evidence was in favor of retaining the old route *via* Sumbulpore, at least until the actual completion of the improvements on the circuitous route *via* Mirzapore and Nagpore had secured the advantage of an accelerated average speed of transit, sufficient to counterbalance the increase of distance; and the Committee is also of opinion that the expense with which the dawk transit is alone justly chargeable, was not of sufficient magnitude to be weighed in comparison with the public convenience.

The Deputy Post Master General, in his letter to Government of October 15th, 1852, appears to have based his proposal for changing the dawk road to Bombay on the following grounds:—first in order, as in official importance, the assumed loss to Government of Co.'s Rs. 209,720-2-64; second, the earlier arrival during several months of the year in Calcutta of letters from Europe by the monthly Steamers during the first contract of the P. and O. Company, and the expectation of such being to a greater degree the case all the year round after the 1st January 1853, from the alleged greater speed secured under the terms of the new contract of that Company; and third, the anticipated opening of the Railway in the early part of the cold weather of 1853 to Munglopore.

The Committee need not point out to you, how completely illusory the increased speed of the P. and O. Company's boats and the opening of the Railway to Munglopore in the cold weather of 1853 have proved.

The distance from Nagpore to Bombay being common to both routes, it is only necessary to deal with the merits of the two lines from Calcutta *via* Benares and Sumbulpore, as far as Nagpore.

Calcutta to Nagpore *via* Mirzapore is 860 miles.

Calcutta to Nagpore *via* Midnapore is 660 miles.

On the first route the distance from Mirzapore to Jubbulpore, say 245 miles, is metalled, and mail carts are understood to have been put on it; but in the latter end of 1852, the Executive Engineer of the Great Deccan Road reports:—"It is quite true that the road is metalled, and during fine weather is fit for any kind of vehicle, but once the rains set in, the roads may be pronounced impassable for mail carts. The cause of detention on this road is the number of muddies and nullahs unbridged. There are 165 muddies and nullahs requiring bridges of from 20 feet span up to 10 arches of 60 feet span."

Again, in reporting at the same time on the road from Jubbulpore to Kamptee—a distance of about 150 miles,—the same Officer says,—“the road passes through or borders on, for the greater part of the way, a heavy jungle; it is carried over and along many stony and rugged hill ghats, and is everywhere intersected by muddies, nullahs and ravines. There are many impediments on this road, the greatest being the Nerbudda River, requiring 11 arches of 80 feet span each, and the Kanwan River, whose dimensions I do not know.” Independent of the above two, there are 148 nullahs and muddies, requiring bridges from 15 feet span up to 10 arches of 60 span each, and further 240 small nullahs, requiring bridges from 4 span up to 15 span. The want of water is very much felt on this line."

With reference to this latter distance of 150 miles, Captain Stevens, the Superintendent of Mail Roads in the Nagpore Territory, writes on the 9th July 1853,—“for the past three years I believe that this road has not been repaired at all, and its direction is now hardly determined by a track even. The works of a temporary nature have been destroyed, and the line will have to be put in thorough repair before it can be made available with any certainty for dawk purposes. It cannot therefore be compared with that between this (Nagpore) and Raepore."

It is clear from the foregoing extracts that whatever orders may have been given by Government, or however zealously they may be carried out, no material improvement in speed on 395 miles of road can be expected for some years, probably not sooner than the date of completion of the Railway as far as Benares. The cost moreover of putting this line of road "on the same footing as the Grand Trunk Road" must involve a heavy outlay.

The cost of the dawk establishment on the Great Deccan Road is understood to be about Company's Rupees 7,400 per month, or Company's Rupees 88,400 per annum, for the distance from Mirzapore to Nagpore; but the Committee has no means of ascertaining the cost either of the first construction or of the annual maintenance of that road.

The Committee believes, that it may safely assume that political and fiscal considerations, quite independent of the question of the carriage of mails,

moved the Government to order the construction of the road referred to above, and that no part of its cost will be taken as a charge on the Post Office Revenue. The same argument may be applied to the line of road from Nagpore *via* Sumbulpore to Midnapore, for recent events would seem to warrant the hope that the time of opening up these inland districts is near at hand, and that their valuable products may be made largely available for the markets of Calcutta and the Coast, by means of wheeled transport over good roads; at present the traffic is necessarily limited from being confined to bullock transport by the circuitous route of Cuttack, with the exception of a little Nagpore cotton that finds its way to Calcutta *via* Mirzapore, subject to enormous charges for land carriage, river freight and insurance.

The Committee of the Chamber has learnt that since the dawk was taken off the Sumbulpore line, the road from Kamerara to Sumbulpore has been recommended, on other grounds, by the Superintendent of Tributary Mohals, to be kept open, and that a Government road is in course of construction from Cuttack, *via* Ungool and Sumbulpore, to Nagpore. The whole line is therefore required for other than dawk purposes, and the cost of its maintenance cannot fairly be considered a charge on the carriage of the mails.

The postal establishment on the direct road from Calcutta to Nagpore is stated by the Deputy Post Master General to have cost in 1851, Company's Rupees 84,156-5-6, or nearly Company's Rupees 7,100 per month; but from that considerable deductions must be made for the dawks *via* Midnapore to the south, and for the dawks from Cuttack after joining the Sumbulpore road, about 12 miles on the Kamerara side of Sumbulpore. As some guide to the real charge on the Revenue caused by using the direct route from Calcutta, the Committee has been informed that the cost of the dawk establishment from Midnapore to Sumbulpore was Company's Rupees 1,600 per month.

All the line from Calcutta to Nagpore might be made a wheel road, as the Committee is informed, with the exception of the part between Kamerara and Sumbulpore (194 miles) as at present used; but by re-opening the old road from Kamerara *via* Banmangate and Kimitta (on which it is believed that there was a horse dawk so long ago as 1839), to Sumbulpore, the track may be readily made suitable for wheeled conveyances, though the distance would be increased from 194 to 220 miles. The difficulties of construction are stated to be no greater than those on the line from Nagpore to Mirzapore, and the advantages to be gained by opening up the country very great.

The dawks between Calcutta and Sumbulpore are carried by runners, from the latter place to Nagpore only, by horses. But the Committee is assured that by using a horse, or rather pony, dawk between Calcutta and Sumbulpore, a diminution in time of transit between Calcutta and Nagpore might be effected, to the extent of 16 hours, from October 1st to June 15th, which, added to the time given by you as the difference of time in favor of the old route as

opposed to the new, or 1 day 7 hours from Bombay, would make the advantage 2 days, a matter of much moment to the Mercantile Community, looking to the short time that now elapses between the arrival of the incoming and the despatch of the outgoing Mails. Neither can any material improvement in shortening the time of transit on the new route be expected till the works of bridging, &c., shall be well forwarded.

There is one consideration pointed out in my letter to you of December 28th, but which does not appear to have occupied the attention of the Deputy Post Master General in his report to Government. I mean the change in the mode of conveying the Mails between Aden and Bombay, consequent on the contract lately entered into by the British Government with the P. and O. Company.

Notwithstanding the low rate of speed of that Company's Steamers generally, there can be no doubt that the Mail service between Aden and Bombay will be more rapidly conducted by them, than when it was entrusted to the Honorable Company's vessels; and as a consequence it will happen, provided quick transit from Bombay to Calcutta be secured, that letters will arrive here sooner by that route than by the direct Steamers. Coupled with the promised boon of cheap inland postage, such a result must restore to the Bombay route the conveyance of a large share of European (and frequently of China) correspondence; and the Committee feels that it cannot too strongly press this fact on your attention when it is urging a return to the direct route between the Presidencies.

With the conviction now stated that the changes of dawd routes between Bombay and Calcutta were premature and prejudicial, being based on anticipations not realized, and sanctioned very much in advance of the completion of the works necessary to make that change a benefit, the Committee of the Chamber of Commerce begs respectfully and earnestly to solicit a reconsideration of the whole subject by the Most Noble the Governor of Bengal, not only with a view to the restoration of the old route *via* Midnapore and Sumbulpore, but to its increased efficiency. Early intelligence is now of such vital importance to the whole Commercial Community and to the public generally, that the Committee feels it an imperative duty to submit this communication through you to His Lordship, in the hope of obtaining a favorable decision on the question at issue.

I have, &c.,

(Signed) T. M. ROBINSON,
Secretary.

FROM THE UNDER-SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE SECRETARY, BENGAL CHAMBER OF COMMERCE.

Dated Fort William, 13th February, 1854.

SIR,—I am directed by the Most Noble the Governor of Bengal to acknowledge the receipt of your letter, dated 23rd ultimo, and in reply to state that the considerations therein urged have failed to convince His Lordship of the expediency of restoring the line of postal communication between Calcutta and Bombay *via* Sumbulpore, and that the determination of Government on this subject conveyed in my letter, No. 25, of the 3rd ultimo, must be considered final.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) W. GORDON YOUNG,
Under-Secretary to the Government of Bengal.

APPENDIX I.

Payment of Interest on the Sica 4 per Cent. Loan.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 11th January, 1854.

C. ALLEN, Esq.,
Secretary to the Govt. of India, Financial Department.

SIR,—The attention of the Committee of the Bengal Chamber of Commerce has been called to the fact that in the N. W. Provinces, interest on Sica Loan Securities is paid at the rate of Company's Rupees 104-8-0 for Sica Rupees 100, instead of as here at Company's Rupees 106-10-8, and to the consequent depreciation in the market value of such Government Securities, as compared with the Company's Rupee Paper. Sica Rupees 100 being equal to Sonat Rupees 104-8-0, the holder of Sica Paper got the full amount of interest due to him so long as Sica Rupees were current in the Lower Provinces and Sonat Rupees in the North-Western Provinces; but when Company's Rupees

became the currency in which all payments by Government were made, it became apparently the equal right of all parties to be paid in the same manner, and I am, therefore, instructed by the Committee to beg the favor of your informing them, what, if any, special reasons induced the Government to adopt the practice now prevailing in the North-Western Provinces; and in the absence of any such reasons to suggest, that it would be more equitable to pay interest on Sica Loan Notes to all parties indifferently, at the rate of Company's Rupees 106-10-8 for Sica Rupees 100.

I am,

Sir,

Your obedient Servant,

(Signed) T. M. ROBINSON,

Secretary.

TO THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Financial Department. Sir,—I am directed to acknowledge the receipt of your letter of the 11th ultimo, drawing attention to the fact that in the North-Western Provinces, interest on the Sica Rupee loans is paid at the Exchange of only Company's Rupees 104-8-0 for 100 Sicas, while in Bengal the Exchange is Company's Rupees 106-10-8, and suggesting that it would be equitable to pay the interest in question at all places at the uniform rate of Company's Rupees 106-10-8 per 100 Sicas.

In reply, I am directed to remark, that in the North-Western Provinces, subscriptions to these loans were, in accordance with the terms of the Government Notification, dated 7th June 1831, received in Lucknow or Furruckabad Rupees, at the rate of Rupees 104-8-0 Furruckabad Rupees for 100 Sicas; and in Section VI. of Act No. XVII. of 1835, it is provided that payment of the interest of the public debt may be made in Company's Rupees at the same Exchange as before. I am desired likewise to point your attention to Section IV. of that Act, enacting that the Company's Rupee shall be received as equivalent to the Furruckabad Rupee, and to state that for these reasons the Most Noble the Governor General in Council declines to alter the rate of Exchange.

I have, &c.,

(Signed) C. ALLEN,

Secy. to the Govt. of India.

COUNCIL CHAMBER,
The 6th February 1864.

APPENDIX K.

CLEARANCE AND DELIVERY OF OPIUM.

Calcutta, 14th December, 1853.

To A. R. YOUNG, Esq.,

Junior Secretary, Board of Revenue.

Sir,—The attention of the Committee of the Bengal Chamber of Commerce has been called to the rules at present in force in the Government Godown for the delivery of Opium, and I am desired to lay the following remarks and suggestions before you, for the consideration of the Board.

The period for the delivery of Opium at present is from 10 A. M. to 4 P. M. Any application for delivery, not made previous to the latter hour, is only granted on payment of a fee, to the Superintendent, of Company's Rupees 2 for the first lot, and of Company's Rupees 1 for each succeeding lot.

The Committee is of opinion that 4 P. M. is too early an hour for the Godown to be closed for ordinary delivery, and that the exaction of a fee therefor is very objectionable.

An inspection of the report of the daily delivery will show you that the delivery of the great bulk of the Opium is confined to a very few days in the month, when there is a great pressure of business both at the Board's Office in clearing, and at the Godown in taking delivery of Opium.

On behalf of the public, therefore, the Chamber of Commerce, through its Committee, requests increased facilities at the Godown, and the abolition of fees; the former would be attained by extending the time for ordinary deliveries to 5 P. M., and although the Committee fully recognizes the Superintendent's just claim to be amply remunerated for his labor, it cannot acquiesce in the justice of any part of that remuneration being levied in the shape of a tax on the purchasers of Opium.

The Committee relies on the favorable consideration by the Board of the subject of this communication.

I am, &c.,

(Signed) T. M. ROBINSON,
Secretary.

FROM THE OFFICIATING JUNIOR SECRETARY TO THE
BOARD OF REVENUE,
TO THE SECRETARY TO THE CHAMBER OF COMMERCE.

Fort William, the 27th December, 1853.

Opium.
E. CURRIE, Esq. Sir,—With reference to your letter, under date the 14th instant, on the subject of the Rules at present in force at the Government Godowns for the delivery of Opium, I am directed by the Board to forward, for the information of the Chamber of Commerce, copies of notices issued by the Board on the 29th June and 8th July 1850, from which it will be seen that the Godowns are not closed for ordinary delivery at 4 p. m., as the Committee supposed, but at 5 p. m., which is what they ask for—4 p. m. is the hour fixed for receiving applications.

2nd. In all public offices there must be fixed hours for the transaction of business, and those fixed for Opium delivery by the notice of 8th July appear to the Board to give Opium purchasers all the facilities that can reasonably be expected.

3rd. Adverting to your remark regarding the remuneration of the Intendant, I am to observe that he is amply remunerated by the salary he receives for the duties he is required by his employers to discharge. That the object of levying a fee is not, as the Committee appear to think, to provide for this salary by a tax upon the Opium purchasers, will be evident to the Chamber when they are informed that these fees have amounted, on an average to between Rupees 6 and 7, or at the outside, taking fees for early attendance into the account, to about Rupees 8 a month, which is shared by two others as well as the Intendant.

4th. The Board would gladly enforce the abolition of the practice of taking fees, but in this, as in some other instances, they are obliged to countenance it for the convenience and accommodation of the Merchants. They are under the impression that it is sometimes of importance to Opium purchasers that they should commence before, or go on after office hours in taking their deliveries, and as the Board do not feel that they could with fairness compel the Godown Officers to attend without extra remuneration, they have endeavoured to arrange the matter to the satisfaction of all parties by laying down a moderate scale of fees to be paid and received on such occasions.

I have the honor to be,
Sir,

Your most obedient Servant,
(Signed) A. R. YOUNG,
Officiating Junior Secretary.

NOTICE.

To prevent inconvenience, parties requiring delivery of their
Opium. Opium from the Presidency Opium Godowns, are requested to make their application for the same to the Intendant of the Presidency Opium Godowns between the Office hours of 10 a. m. and 4 p. m.

On all Opium delivered before 10 a. m. and after 4 p. m., the Intendant will charge a delivery fee of two Rupees on the first lot and one Rupee on all subsequent lots from and after the 1st of July 1850.

By order of the Board of Customs, Salt, and Opium.

(Signed) C. H. LUSHINGTON,
Officiating Secretary.

The 29th June 1850.

NOTICE.

In explanation of the orders of the Board, under date the 29th ultimo, authorizing the Intendant of the Opium Godowns to charge a small fee on all lots of Opium delivered before and after the Office hours of 10 a. m. and 4 p. m., it is hereby notified that if the Pass for delivery is presented to the Intendant before 4 p. m., the Merchant will be entitled to delivery of his Opium without fee, although the delivery be made after that hour, provided that no unnecessary delay is made by the Merchant in taking delivery, and that no Opium shall in any case be delivered from the Godowns without fee after the hour of 5 p. m.

By order of the Board of Customs, Salt, and Opium,

(Signed) C. H. LUSHINGTON,
Officiating Secretary.

The 8th July 1850.

(Signed) A. R. YOUNG,
Officiating Junior Secretary.

The 27th December 1853.

Calcutta, 27th January, 1854.

To A. R. YOUNG, Esq.,

Offg. Junior Secretary to the Board of Revenue.

Sir,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge the receipt of your letter, No. 611, of the 27th December, in reply to mine of the 14th of the same month, relative to the Rules at present in force at the Government Godowns for the delivery of Opium.

You state "that in all public Offices there must be fixed hours for the transaction of business, and those fixed for the Opium delivery by the notice of

8th July appear to the Board to give Opium purchasers all the facilities that can reasonably be expected."

You further observe that the fees to the Intendant objected to by the Committee are not, as the Committee appear to think, to provide for his salary by a tax upon the Opium purchasers, "will be evident to the Chamber when they are informed that these fees have amounted on an average to between Rupees 6 and 7, or at the outside taking fees for early attendance into the account to about Rupees 8 a month, which is shared by two others as well as the Intendant." And you intimate that "the Board would gladly enforce the abolition of the practice of taking fees, but in this as in some other instances they are obliged to countenance it for the convenience and accommodation of Merchants. They are under the impression that it is sometimes of importance to Opium purchasers, that they should commence before and go on after Office hours in taking deliveries."

The Committee fully admits that fixed hours are necessary in all Offices for the transaction of business, but is by no means prepared to allow that the hours fixed by the notice of 8th July for Opium delivery give all the facilities that can reasonably be expected by purchasers. On the contrary the Committee is of opinion that those hours might be very considerably extended to the great additional convenience of purchasers and Ship-owners.

The present hours for delivery are from 10 A. M. to 5 P. M., no Opium being delivered in the last hour unless the Board's pass is produced at the Godown before 4 P. M.; 7 hours only in the 24 are thus available for the delivery of Opium.

The Committee has already brought to the notice of the Board that, after each sale, the great bulk of the Opium exported has to be cleared and shipped in 7 or 8 days, especially when Steamers are on the berth. Under the present system the greater part of the day is spent before the boats are loaded. The boats have then to make their way to the Vessels, in the case of the P. and O. Company's Steamers the distance being great, and on arriving late are detained till the following morning, the risk of loss being thereby greatly increased and delay caused in loading Vessels. From all this much unnecessary hurry and confusion are entailed on Shippers of Opium.

There is by far too much of the feeling system in the Public Offices of Calcutta, and it is one that the Committee would gladly see checked. With reference to the fees of the Intendant of the Opium Godown to which the Committee now more particularly objects, it is evident from your statement of the trifling average amount received from them by the Godown Officers, that they are practically considered by the public as a tax, and that the effect is to close almost entirely by 4 P. M. the doors of the Godown on all Opium not then in course of delivery.

The Committee takes this opportunity of acknowledging the courtesy with which its communications are received by the Board of Revenue, and the

prompt consideration given to its suggestions; but in the present instance it cannot acknowledge that the Board has been successful in its endeavour to arrange the matter to the satisfaction of all parties.

Looking to the great present and probably progressive increase in the supply of Opium, it appears self-evident that some change must be made in the present system; anxiety to arrive first at market will always ensure the simultaneous loading of Opium Vessels, and it is in the clearing and delivery departments, therefore, that improvement must be looked for.

The Committee would earnestly bespeak, therefore, the favorable consideration of the Board of Revenue to the following suggestions, that the Government Godown be open for the delivery of Opium from 8 A. M. till 5 P. M., but at the latter hour should be at once closed, unless it should be for the mutual convenience of the Intendant and Shipper, that the delivery of any parcel then being removed should be completed, in which latter case, the Intendant should be entitled to a reasonable gratuity. The Committee would also propose, that for one week after each sale, the Board's Office, for the preparation and issue of Opium Warrants, should open at the same hour of 8 A. M.

Such an arrangement would not compel the attendance of the Opium Godown Officials beyond the actual requirements of the public, for an inquiry at the Custom House will satisfy those parties, whether any Opium not in course of delivery has been passed, when, should there be none, it relieves them from being at their posts before 10 o'clock next morning. Besides, as pointed out in my former letter, the services of the Godown Officials are called for by the public on but a very small portion of each month.

The Committee indulges in the hope, that the reasonableness of its suggestions will ensure their adoption by the Board of Revenue.

I am, &c.,

(Signed) T. M. ROBINSON,

Secretary.

No. 84.

FROM THE OFFICIATING JUNIOR SECRETARY TO THE
BOARD OF REVENUE,

To T. M. ROBINSON, Esq.,

Secretary to the Chamber of Commerce.

Dated Fort William, the 1st February, 1854.

Opium.
E. CURRIE }
and } Esqrs.
T. BRUCE, }

SIR,—I am directed to acknowledge the receipt of your letter, dated the 27th ultimo, in which the Committee suggest on behalf of Opium purchasers and shippers, "that the Government Godown should be

open for the delivery of Opium from 8 A. M. till 5 P. M., but at the latter hour should be at once closed, unless it should be for the mutual convenience of the Intendant and Shipper that the delivery of any parcel there being removed, should be completed, in which latter case the Intendant should be entitled to a reasonable gratuity; and also that "for one week after each sale the Board's Office for the preparation and issue of Opium Warrants should open at the same hour of 8 A. M."

2nd. In reference to the former of these suggestions, I am desired to remind the Committee, that what was asked in your communication of the 14th ultimo, was that the time for ordinary deliveries should be from 10 A. M. to 5 P. M., and it was stated (para. 5) that the requisite increased facilities would be attained by this extension of time. If this would be sufficient, there seems no reason (or at all events none additional is given in your letter now under reply,) why the Godowns should be opened at 8 A. M. instead of 10 A. M. The new proposal involves, moreover, a continuance of the system of fees to which the Committee so strongly object, for there seems little or no difference between an Officer being "entitled to a reasonable gratuity," and demanding a fee, which is as reasonable as any gratuity which could be offered. It appears to the Board that the best plan and one which ought to give satisfaction, will be to comply fully with the original request of the Committee of "increased facilities at the Godown (to the extent then specified,) and the abolition of fees." The limit fixed for receiving applications will, therefore, be removed, and the Intendant will be instructed to go on making deliveries up to 5 P. M., and at that hour to close the Godowns absolutely, unless he chooses for his own convenience, or as a favor to Merchants, to continue at his post, but in such a case he will not be entitled to any gratuity or permitted on any account to receive a fee.

3rd. In regard to the Committee's suggestion relative to the Board's Office, I am to observe, that, not only for some days immediately following each sale, but also at the time fixed for the final payments, fifteen days after the sale, a portion of the Board's Establishment does attend frequently before 8 A. M., for the express purpose of expediting business, and this the Board supposed was generally known to those who have business to transact in this department. No complaint has ever been made of delay in the Board's Office in the preparation of Opium Warrants, and, so far as the Board are aware, none occurs; but should any instances to the contrary be brought to their notice they will not fail to make whatever further arrangements may be necessary to prevent the possibility of inconvenience from this cause.

I have the honor, &c.,

(Signed) A. R. YOUNG,
Officiating Junior Secretary.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 9th February, 1854.

To A. R. YOUNG, Esq.,

Officiating Junior Secretary to the Board of Revenue.

Sir,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge receipt of your letter of the 1st instant, in reply to mine of the 27th January, relative to the clearance and delivery of Government Opium.

The Committee of the Chamber begs to remark that the fact of inconvenience and delay to buyers and shippers of Opium, arising out of the present system, both at the Board's Office and at the Opium Godown, is left untouched by your letter now under acknowledgment, and that the statement made in my former letter of the 14th January, that were the time for ordinary deliveries to be from 10 A. M. to 5 P. M., increased facilities would be attained by this extension of time, by no means implies, as you seem to think, the admission by the Committee, that all requisite facilities would have been so attained. *Pro tanto*, coupled with the abolition of the obnoxious fees, the extension of time for ordinary deliveries from 4 P. M. to 5 P. M., would have been a boon, though not to be taken as a final relief; but by your letter of 27th December, the Board declined to make any concession, and the correspondence renewed by my letter of the 27th January, can now have reference only to the increased facilities required on behalf of the public in that letter.

The Committee would also remark, that there is a wide difference between a fee levied by authority, after 4 P. M., and a gratuity or fee paid after 5 P. M., to suit the mutual convenience of both parties interested.

The Committee still continues of opinion, that 10 A. M. is too late an hour for the opening of the Opium Godown, and for the reasons given in my letter of the 27th January. Neither can the Committee see any hardship to the Godown Officials, in requiring their attendance at 8 A. M., because, as explained in my above cited letter, that attendance would only be occasional, and its necessity known before hand.

The Committee again, therefore, earnestly requests from the Board the concession of the more extended time from 8 A. M. to 5 P. M. for ordinary deliveries of Opium.

With reference to the suggestion, that, for one week after each sale, the Board's Office, for the preparation and issue of Opium Warrants, should open at the same hour of 8 A. M., it appears to the Committee, that the periodical attendance at Office of a portion of the Board's establishment before that hour, tells in favor of the soundness of the suggestion made by the Committee, as showing that the authorized Office hours are not sufficient for the work to be done, and though the fact of such attendance may have been known to

many, the Office is not at such hours open to the public, and any party, disappointed of getting Warrants before 4 p. m. on one day, cannot, notwithstanding such attendance, get them before 10 a. m. on the day following.

You are in error in supposing, that no complaints exist of the difficulty of obtaining papers from the Board's Office. For the first few days after each sale, they are constant, not that the Board's establishment are remiss in the performance of their duty, but because, from the peculiar nature of the trade, the work of the month is required to be done in a few days. Some present change is necessary, and with each year's increasing provision of Opium, an improved system will become more imperatively needful; and it appears to the Committee that there can be no great difficulty in ensuring greater expedition in the issue of Opium Warrants, either by the means suggested in my letter of 27th January, or by strengthening the establishment commensurately with the increased demands made upon it.

Provided the result is secured, the Committee are indifferent as to the means, and I am, therefore, desired respectfully to solicit the Board's consideration of the subject, with a view to attain the desired object.

I have, &c.,
(Signed) T. M. ROBINSON,
Secretary.

No. 133.

FROM THE OFFICIATING JUNIOR SECRETARY TO THE
BOARD OF REVENUE,
To T. M. ROBINSON, Esq.,
Secretary to the Chamber of Commerce.

Fort William, the 28th February, 1854.

Opium.
E. CURRIE and }
T. BAKER, } Esqs.
as follows:—
SIR,—I am directed by the Board of Revenue to acknowledge the receipt of your letter of the 9th instant, relative to the clearance and delivery of Opium purchased at the Government Sales, and in reply to observe

2. On a review of the correspondence, and with advertence especially to the apparent inconsistency of the ground on which the Committee's last proposal principally rests, viz., the risk to which the property of purchasers is exposed by the late period of the day at which the Opium, as now delivered, reaches the Vessels on which it is to be shipped, with their original objection that "4 p. m. is too early an hour for the Godowns to be closed," it seemed evident to the Board, that the request for two hours in the morning in addi-

tion to the usual office hours, was suggested by the circumstance of its having been pointed out to the Chamber of Commerce, that their previous request of an additional hour in the evening had already, with certain limitations, been conceded. Being desirous nevertheless to give a ready attention to any application of the Chamber of Commerce which might prove to be founded in reason, the Board caused to be instituted particular inquiries both into the mode in which business connected with the Opium Sales is transacted in their office, and also into the practice and usual rate of delivery at the Godowns.

3. The result of these inquiries has satisfied the Board that any inconvenience or delay, which may be experienced, does not arise from the inability of the Board's Officers to get through their work so expeditiously as circumstances require, but that, on the contrary, their establishment can more than keep pace with the requirements of the Opium Shippers within the hours now fixed for attendance.

4. The progress of the deliveries which followed the last Opium Sale has been watched and noted. The clearances have been heavy, and have put to a fair test the strength of the Board's Establishment working in their usual manner. The Shipments* in one week from the 11th to the 18th instant, exceeded the number of Chests that will be sold at any one sale of the year. The two largest Steamers which go to China and a Clipper were all loading at the same time; both of the Steamers took on board more than they had ever done before, and one of them, more than any Steamer has ever taken, except when the *Bombay*, which is not on the line, was put on on one occasion and made a single trip.

5. When the sale took place on the 8th instant, the *Shanghai* had been three weeks at her moorings, and was advertising to sail on the 16th; the *Pekin* was coming up the River, and on the 11th issued notice of departure on the 20th. A Clipper, the *Rob Roy*, was also taking in Cargo to start on the 15th. On the date of the sale there were

* This Opium might have been shipped immediately, after, or previous to the sale either on the *Shanghai* or *Rob Roy*. lying in the Godowns 1,399 Chests of Opium* of former sales, which had been paid for, and were ready to be shipped; and when the office opened the next morning, the books of the last sale had been all prepared, and 4,025 Chests more were available for delivery and shipment. On the 9th no applications were made for Shipping Certificates, and on the 10th only for a small number (110) Chests of Opium of previous sales; and, after 4 p. m., receipts were produced for 310 Chests of the last sale, which could not be disposed of that evening. During the 11th, 13th, 14th, 15th and 16th, the bulk of the payments were made and passes granted. Although the number of Shipping Certificates issued on each of these dates was large, it will be seen from the annexed Statement A, that, so far from the operations of the Shippers being

impeded by the inability of the Board's Establishment to complete the requisite forms as quickly as they were required, the certificates were given out quicker than they could be used, and at the close of each of these busy days, a great many remained in the hands of the Merchants, while not a single application remained undeposited of, when the run upon the Office for Certificates ceased on the 16th.

6. In the same way (*vide* annexed memo. B.) the deliveries were made from the Godowns without any difficulty or delay on application, the total number of Chests taken out on any one day, falling far short of the number that could, and during the past year, have frequently been given out.* The

* From 11 to upwards of 14 hundred Chests have been delivered in one day, while on the late occasion the greatest number was 1025.

Intendant of the Godowns maintains, that "there is nothing to prevent the whole quantity of a sale being taken "delivery of in one day;" and certainly there seems no reason to doubt that, if it were necessary, and applications were made in good time, the requisite forms might be gone through in this Office, for passing the whole quantity in three or four days; and, under proper arrangements on the part of the Merchants themselves, (for expedition in taking delivery depends on

† Each purchaser brings his own coolies and takes delivery; on the 14th instant, one shipper alone is reported to have taken delivery of 850 Chests in one hour.

them and not on the Intendant), the whole quantity might also easily leave the Godowns within the same period. The Board are assured too, that so far as this Office and the Godowns are concerned, any Vessel now on the China line could be laden in two days. They cannot suppose, that more than this could reasonably be expected, or could be ensured under any system or any extension of hours of attendance which could be seriously proposed.

7. The Board will only further observe, that though the change suggested by the Chamber of Commerce is not necessary, as has been shown, to ensure expedition in the Shipment of Opium, the Board would not for a moment have hesitated to adopt it, if they supposed, as the Committee seems to do, that by opening the Godowns at 8 A. M. so great an advantage could be secured to Shippers as to free them from the risk of keeping their Opium in boats all night on the River. But this would obviously not be the effect of the change. The earliest despatches leaving the Godowns at 9 or 10 A. M. could not be at Garden Reach before the middle of the day. It is not in keeping with the alleged necessity for great haste in the Shipments, to suppose, that the people on board the Vessel taking in Cargo would remain idle half the day, and yet this is what they would have to do unless some of the Chests of the previous day's deliveries were along side before the earliest despatches of the day could arrive. These deliveries of the previous day would, therefore, still be exposed to the risk, to avoid which, is the avowed object of the change proposed, and,

as regards exposure of boats at night, things would probably remain as they are whatever hour the Godowns opened.

8. The Board are therefore of opinion, that no necessity has been shown for any further change, and they must abide by the determination communicated in my letter of the 1st instant, No. 84.

I have the honor to be,

Sir,

Your most obedient Servant,

A. R. YOUNG,
Offg. Junior Secretary.

A.

Statement showing the Shipment of Opium since the February Sale.

Date.	Certificates granted by the Board for	Deliveries taken from the Godowns.	Balance of Certificates in the hands of the Purchasers for	Remarks.
1854.	Chests.	Chests.	Chests.	* Among the Chests delivered were 2, the balance on Certificates issued previous to the sale of the 8th instant.
Feb'y. 10th,	110	.....	110
" 11th,	796	71		
" 13th,	906 724	71 550	835	
" 14th,	1,630 790	621 982	1,009	
" 16th,	2,420 759	1,603 999	817	
" 16th,	3,179 680	2,602 1,028	577	
" 17th,	3,859 160	3,630 321	229	
" 18th,	4,009 95	3,951 155	58	
Total, ...	4,104	4,106*		

A. R. YOUNG,
Offg. Junior Secretary.

BOARD OF REVENUE,
FORT WILLIAM,
The 28th February 1854.

B.

Statement showing the daily Shipments of Opium for the 3 Vessels
loading since the sale of 8th February 1854.

Name of Vessel.	February.							Total.
	11th	13th	14th	15th	16th	17th	18th	
Shanghai Steamer, ...	21	450	487	274	28	...	...	1,260
Pekin Ditto, ..	...	95	345	615	670	98	135	1,958
Rob Roy Clipper, ...	50	5	150	110	330	223	20	888
Total each day, ...	71	550	982	999	1,028	321	155	4,106

A. R. YOUNG,
Offg. Junior Secretary.

BOARD OF REVENUE,
FORT WILLIAM,
The 28th February 1854.

BENGAL CHAMBER OF COMMERCE.

29th April 1854.

TO THE OFFICIATING JUNIOR SECRETARY BOARD OF REVENUE.

SIR,—I am desired by the Committee of the Chamber of Commerce to acknowledge your letter of the 28th of February, in reply to mine of the 9th of the same month, and in continuation of the correspondence of the Chamber with the Board, on the subject of the clearance and delivery of Opium purchased at the Government Sales.

The Committee of the Chamber fully understands that your letter, now under acknowledgment, is meant to be the expression of the Board's resolution not to yield, in any degree, to the wishes of the commercial body on the

subject in question, as represented through the Chamber, and would therefore have considered that letter as a present termination of the correspondence, so far as it has been addressed to the Board; but the Committee feels constrained to reply, because it cannot admit the correctness of the conclusions at which the Board would seem to have arrived.

You remark in para. 2nd of your letter of the 28th February, on the inconsistency of the ground on which the Committee's last proposal (for opening the Opium Godown at 8 A. M., to avoid the risk to property from being kept in boats all night on account of the late hour at which it is now loaded,) principally rests, with their original objection, that "4 P. M. is too early an hour for the Godowns to be closed," and state, "that it seemed evident to the Board, that the request for two hours in the morning in addition to the usual Office hours, was suggested by the circumstance of its having been pointed out to the Chamber of Commerce, that their previous request of an additional hour in the evening, had, already with certain limitations, been conceded."

In reply, I have first to refer you to the Chamber's letter of the 14th of last December, in which you will find, that the original objection is thus stated,— "The Committee is of opinion, that 4 P. M. is too early an hour for the Godown to be closed for ordinary deliveries, and that the exaction of a fee thereafter is very objectionable."

The plain meaning of the objection is, that as the Godown was open from 10 A. M. to 5 P. M., it ought to have been so during the whole time for ordinary deliveries, without shippers being liable to the payment of fees; and the Committee is at a loss to imagine by what process of reasoning a request to abolish fees, and by so doing to give the public the benefit of an additional hour that was practically denied by their exaction, can be held to involve the inconsistency complained of. The risk to property loaded into boats too late in the afternoon to be delivered on ship board before the following morning remained the same, whether the property had been delivered on, or without payment of a fee.

Again, with reference to the Board's opinion as to the origin of the request for the two additional hours in the morning, I have to submit that a re-perusal of the correspondence will show you, that the request originated,—not out of any concession on the part of the Board, but—out of the refusal conveyed in your letter of the 27th December to grant even the trifling boon asked in my letter of the 14th of the same month. The Committee of the Chamber on learning that refusal, took the whole question into re-consideration, and deemed it proper to bring to the notice of the Board all the causes of complaint on the part of Opium Shippers, and to suggest remedies. This was done by my letter of the 27th January in which, among other things, the opening of the Godown at 8 A. M. was asked. My letter of the 27th was replied to by

your's of the 1st February, and in that reply you intimated, for the first time, that the request made in my letter of December 14th had, "with certain limitations," been complied with. The same letter conveyed the Board's refusal to make any further concession.

The Committee of the Chamber learns with pleasure, that the Opium Establishment is fully equal to any calls that can be made on its exertions; but it submits that the work done on the occasion named by you, when all the subordinates were working full power, under the eye of the Board and the fear of extended Office hours, can scarcely be taken as an average sample of dispatch; and I am instructed to assure you that great dissatisfaction has been felt and expressed on many occasions, though it is probable that the late inquiry may be of lasting benefit.

The Committee of the Chamber regrets that it cannot assent to the opinion expressed in the 7th paragraph of your letter now under acknowledgment, that the object of freeing shippers from the risk of having their Opium all night in boats on the river would not be secured by opening the Godown at 8 instead of 10 A. M.

It is manifest that, if not altogether removed, the risk would be greatly lessened, for every additional chest stowed on board-ship on the day of clearance from the Godown, would, to that extent, diminish the quantity now necessarily left in boats during the night; and you may be assured that the change would be a boon to all concerned, ship's officers and crews, shippers and under-writers, including in the latter classes Natives, who are as keenly alive, in such matters, to their own interests, as any class of Her Majesty's subjects.

Every business man knows the anxiety of commanders of vessels to have cargo along side early in the day, for by day work it is more carefully stowed, risk of fire more easily avoided, and the crews are less harassed than by that done at night, and if these advantages, even in degree, be secured by an earlier opening of the Godown, the Committee of the Chamber respectfully submits that the request for a change of hours is not an unreasonable one.

If 7 hours a day is considered a sufficient time for Opium deliveries, it would be more for the interest of those concerned that the Godown should be open from 8 A. M. to 3 P. M. than from 10 A. M. to 5 P. M.

I have, &c.,

(Signed) T. M. ROBINSON,
Secretary.

APPENDIX L.

Removal of Silk Goods in Bond from Southampton.

London, 3rd February 1854.

SIR,—I have the pleasure to transmit to you as above, copy of a communication from the Treasury, at length conceding the important privilege which this Committee have been so long soliciting, and which they now only await the completion of the Railway Company's arrangements to carry into effect. This we hope to see accomplished in about a month.

I am, &c.,

(Signed) G. SAINTSBURY,
Secretary East India and China Association.

TO THE SECRETARY OF THE CHAMBER OF COMMERCE,
Calcutta.

TREASURY CHAMBERS,
12th January 1854.

SIR,—I am commanded by the Lords Commissioners of Her Majesty's Treasury, to acquaint you for the information of the East India and China Association, that after much consideration of the subject referred to in your letter of the 8th April last, and feeling that it would be a matter of great convenience to the trade of the East that Silk Piece Goods, Cashmere Shawls, China Crape Shawls, and all similar delicate Fabrics should be removed in bond from Southampton when landed there, to the Bonded Warehouses in London without being unpacked for the purpose of examination; and observing that the Merchants are ready to co-operate with the Customs Authorities in carrying out any regulations which they may think needful for the protection of the Revenue, their Lordships are anxious to meet the wishes of the trade as expressed in your communication.

I am therefore to state, that my Lords have given authority to the Commissioners of Customs to permit such goods to be removed from Southampton to the several Docks in London hereinafter named, under the following regulations and such other as the Board of Customs shall think necessary, viz. :—

1st. That on the goods being discharged from the Importing Ship at Southampton, each box shall be sealed by the landing Officers in such a way as shall show if the case has been opened.

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2nd. That the cases as sealed shall be placed in a box fitted with wheels, and which shall be locked and also sealed up by the landing Officers in the same way as is now done with regard to goods removed unexamined in transit.

3rd. That such box shall be removed to the Railway Station, placed on a truck, removed thence to London, removed from the truck and forwarded to the London, St. Katherine's, East and West India, Docks, being in charge of an Officer throughout, and in every way regulated the same as the removal of goods from Hull or Grimsby to Liverpool for transhipment, with the only difference, that these goods having arrived in the Docks shall be placed in the Bonded Warehouse under the same superintendence as if discharged from a Ship.

4th. That in addition the Merchant shall give bond for the safe removal of the goods.

I remain, &c.,

(Signed) JAMES WILSON.

TO S. GREGSON, Esq.,
Chairman East India and China Association, London.

APPENDIX M.

EXPORT DUTIES.

Calcutta, 24th April 1854.

TO CHARLES ALLEN, Esq.,
*Officiating Secretary to the Government of India,
Home Department.*

SIR,—In the years 1846 and 1848, this Chamber addressed Government through your Department on the subject of the abolition of all Export Duties on the raw and manufactured products of this vast country. A Memorial was also addressed to the Hon'ble the Court of Directors of the East India Company to the same effect. It was transmitted through the East India and China Association of London.

That Memorial was replied to by Mr. Secretary Melvill, under date of January 5th, 1849, his letter being addressed to the Secretary of the above Association.

I annex a copy of that letter in which you will observe that Mr. (now Sir J. C.) Melvill states that "the Association are doubtless aware that the subject has been for some time under the consideration of the Court and the Government of India, and that the abolition of the Duties on Exports was not included among the modifications in the Customs' Laws which were effected by the Indian Act, No. VI. of 1848, solely because it was deemed inexpedient to relinquish, under existing circumstances, a considerable source of income for which the Government could not expect any immediate compensation by the increase of other branches of the Public Revenue. I am at the same time directed to assure you that the question will continue to receive the best attention of the Court of Directors."

The Committee of the Chamber does not deem it necessary, with such an explicit admission on the part of the Hon'ble the Court of Directors that the fear of loss alone restrained Government from abolishing this onerous and impolitic tax, to urge upon you any arguments in favor of the removal of Export Duties. Modern fiscal legislation fully admits their injurious effects, and it remains only to the Committee therefore, to express its belief, that the time has arrived when the progressive prosperity of the country and the reduced charges on the general revenue effected, more particularly by the late reduction in the interest on Government Securities, fully justify the immediate abolition of all Export Duties throughout British India.

The Collections of Import Duties exclusive of that on Salt for the five years ending 1848, were Co.'s Rs. 1,21,64,141
Five years ending 1853, were " 1,38,76,657

The increase on the latter period, being Co.'s Rs. 17,12,516

The Statistics relating to the collections of Duties on Exports for the five years ending in 1848, show Co.'s Rs. 63,17,747
Five years ending in 1853, show " 59,67,847

Decrease on the latter period, Co.'s Rs. 3,49,900

thus giving an inverse result as compared with the Import Trade of the Presidency.

It is also to be remarked with regard to Export Duties, that while the Tariff includes upwards of ninety articles liable to duty, nearly nine-tenths of the annual collections under this branch of the Revenue are derived from less than twenty articles; taking the figures of the past year 1852-53 in illustra-

tion of this fact, it appears that the total collections were Co.'s Rs. 12,12,572, of which—

Indigo,	paid	Co.'s Rs. 2,62,306
Saltpetre,	"	1,31,936
Raw Silk,	"	1,45,583
Silk Piece Goods,	"	86,495
Rice,	"	97,017
Gunnies,	}	70,325
Gunny cloth,		
Hides and Skins,	"	97,270
Jute,	"	35,198
Lac Dye,	"	37,639
Shell Lac,	"	23,607
Linseed,	"	72,979
Mustard Seed,	"	18,912
Safflower,	"	19,054

Co.'s Rs. 10,97,321

Leaving only the sum of " 1,15,251

to be made up by the collections on all the other articles charged with Duty.

The bulk of the Exports from India consists of articles of low intrinsic value, the cost of delivery at the Port of destination being in a great degree composed of the charges incurred in manipulation and transit. In the more valuable products, this country has strong competition to contend against; in Silk with the enormously increasing Exports from China, in addition to other long established sources of supply; in Indigo with Java, Manilla and South America; so also in Hides, Skins, Oilseeds, Hemp, Tallow, &c., with Russia and South America.

The Committee of the Chamber, fully convinced that while a great public boon would be conferred by the abolition of the Export Duties the revenue would not eventually suffer, earnestly solicits the favorable consideration of the Governor General of the appeal now made.

I have, &c.,

(Signed) T. M. ROBINSON,
Secretary.

APPENDIX N.

TRANSIT DUTIES.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 28th April 1854.

To C. ALLEN, Esq.,
Offg. Secy. to the Government of India,
Home Department.

SIR,—Referring to my letter of the 24th instant on the subject of the abolition of Export Duties, I am instructed by the Committee of the Chamber of Commerce to bring to your notice the Duty levied in the Upper Provinces on Cotton Imported from, what are called, Foreign States; and also the duties levied by the numerous quasi independent chiefs of Upper India on every description of Merchandise passing through, or exported from, their several states.

With respect to Imported Cotton, the following Table shows the net Revenue collected annually, commencing with the official year 1849-50; excluding all charges for Establishment, &c., of which the Committee has no means of ascertaining the amount:—

Duty on Cotton imported across Customs Line in the N. W. Provinces.	1849-50.	1850-51.	1851-52.	1852-53.	1853-54.
Co.'s Rs.	524738	642310	601899	499100	286597
Deduct Drawback paid in Calcutta on re-export by Sea,	2533	55506	221984	216866	126116
Net Revenue, .. Co.'s Rs.	522165	586804	379915	282234	160481

The comparatively large Exports of 1851-52 and 1852-53, were chiefly to China where prices ruled high, but by the above Table the revenue derived from Imported Cotton is shown to be rapidly declining.

This must be in a great measure owing to the large quantity of Cotton now grown within the Company's territories, unclogged by the Import Duty of the Company or the transit Duties of Native States; and as there can be no doubt that a greatly increased breadth of land will be devoted to its cultivation in consequence of the enormous supply of water for irrigation secured

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by the Ganges and other Government Canals, the Committee of the Chamber cannot but believe that, ere long, this source of revenue will totally cease.

The following are statements of the Duty paid to the East India Company and Native Chiefs, respectively, on Cotton Imported into Agra from four Districts, and into Mirzapore from two Districts, the British and Native Duties being in each instance levied on equal weight:—

Cotton Imported into Agra from	Lall south.	Mahdooopore.	Tonk.	Kurrowlie.
Duty levied by E. I. Company,	Co.'s Rs. 1 4 0	Co.'s Rs. 1 4 0	Co.'s Rs. 1 6 0	Co.'s Rs. 3 0 0
„ Native Chiefs, ..	2 10 0	2 12 0	4 0 0	4 6 0
Total, Co.'s Rs.	3 14 0	4 0 0	5 6 0	7 6 0
Being per maund, Agra weight,	1 12 10	1 13 9	2 6 8	1 4 4
Cotton Imported into Mirzapore from	Nagpore.		Omrawatty.	
Duty levied by East India Company,	Co.'s Rs. 2 0 0		Co.'s Rs. 2 0 0	
Duty levied in the Native States,	3 12 0		4 6 0	
Total, Co.'s Rs.	5 12 0		6 6 0	
Being per maund,	1 7 0		1 9 6	

To the above charge must be added the very heavy items of carriage, insurance, &c., incurred, before the Cotton can reach a port of shipment.

The above instances are given merely in partial illustration of the heavy tax to which Cotton is subject, but all Imported Cotton is in a greater or less degree liable to similar imposts, and it can be no cause for astonishment therefore that East Indian Cotton can be profitably exported to China or Europe, only in exceptional states of those markets when prices rule very high. Although the Government duty is refunded on exported Cotton, the enhanced charges consequent on its first levy remain, and to that extent augment the price.

With respect to Transit Duties levied by Native Chiefs, I annex the copies of Statements furnished by most respectable parties, which, so far as they go, give, the Committee of the Chamber believes, a correct view of the vexatious and heavy exactions to which all sorts of merchandize are exposed.

The Committee of the Chamber has found much difficulty in obtaining reliable information on this point, but an inquiry ordered by Government would fully bear out the fact stated, that trade generally is much obstructed by the duties now brought to your notice.

It is not the intention of the Committee of the Chamber to enter upon the question of the great and mutual advantages to Great Britain and British India that would result from a large supply of cheap Cotton from the latter country. These have been fully discussed and are universally admitted. The Committee, however, has a firm conviction that a material advance, in securing these advantages, would be gained by the abolition of the duty levied on Cotton imported across the E. I. Company's frontier from Foreign States, and by a total change in the system of collecting duties on merchandize generally by the Chiefs of independent States.

This last change can only be effected by the influence and authority of the Government of India, and while therefore the Chamber of Commerce earnestly solicits from the Most Noble the Governor General in Council the abolition of duty on Cotton imported into the Company's territories, it with equal earnestness prays that the Chiefs of Native States may be compelled to adopt a uniform system in respect of duties, by the substitution of a moderate scale of charge on imports for the capricious and unequal taxes now levied, and by the abolition of all duties on the exportation of raw produce or manufactures from their several States.

The Committee of the Chamber of Commerce is of opinion, that should His Lordship in Council be induced to act on the recommendations now respectfully submitted to him, the internal trade of the country would be greatly augmented to the mutual advantage of the revenue and of the inhabitants.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed) T. M. ROBINSON,

Secretary.

Transit duties in Bundelcund per Bullock load of Bazar Maunds 3-24.

These are taken in local currency, and may be calculated at a discount of from 3 @ 5 per cent. on Company's rupees.

"Karanch" includes Drugs, Dyes, Sugar, &c.

	Karanch.	Cotton.	Metals.	Piece Goods.	Sundries.
Gwalior,	0 12 0 0	8 0 0	0 15 0 3	0 0 0	6 0
Bawnee,	0 1 0 0	1 0 0	2 0 0	3 0 0	0 6
Boyras,	0 0 0 0	0 0 0	1 0 0	2 0 0	0 3
Surein,	0 0 3 0	0 3 0	0 0 0	1 0 0	0 3
Chatterpore,	0 9 0 0	9 0 0	1 0 1	8 0 0	4 6
Beejawur,	9 7 0 0	7 0 0	12 0 1	0 0 0	3 6
Churikaree,	0 5 0 0	5 0 0	14 0 1	4 0 0	2 6
Pena,	0 11 0 0	11 0 0	14 0 2	0 0 0	5 6
Shangurh,	0 3 0 0	3 0 0	5 0 0	6 0 0	1 6
Jhansi,	1 0 0 1	0 0 1	4 0 1	8 0 0	8 0
Datten,	1 4 0 1	4 0 1	10 0 2	0 0 0	10 0
Orissa and others,	1 6 0 1	6 0 1	12 0 2	0 0 0	11 0

The following Transit Duties are in Nagpore rupees, which vary in value, but may be taken as equal to Company's rupees 0-13-6 each.

	On Piece Goods.	On Karanch.
From Mirzapore to Jubbulpore or vice versa,	7 0 0	1 4 9
" ditto to Saugor "	6 0 0	1 13 0
" ditto to Nagpore "	16 0 0	0 0 0
" Jubbulpore to ditto "	0 0 0	1 1 0
" ditto to Omerwatty "	0 0 0	3 12 0

NOTE.—At Dhind, the principal Cotton mart in the Gwalior District, the duty on Cotton has hitherto been rupees 1-3-4 per Bullock load, but on the representation of the Governor General's Agent in Bundelcund, it has now been reduced to the above rate.

MEMO. OF DUTIES LEVIED ON TRADE BETWEEN MIRSAPUR AND NAGPORE.

<i>Sugar</i> pays per Bullock load of 2½ maunds	} Rs. 1 10 0		
to E. I. Company,			
Ditto Native States,		3 0 0	
			4 10 0
<i>Metals</i> pay per Bullock load of 3 maunds to Native States, ..		2 8 0	
<i>Piece Goods</i> " 3 " "		8 8 0	
<i>Karanch</i> " 3 " "		1 12 0	
<i>Silk</i> " 4 " "		14 0 0	
<i>Cotton</i> " 4 " "	} Rs. 2 0 0		
to E. I. Company,			
Ditto Native States,		3 12 0	
			5 12 0
BETWEEN MIRSAPUR AND OMRAWATTY.			
<i>Cotton</i> pays per Bullock load of 4 maunds	} Rs. 2 0 0		
to E. I. Company,			
Ditto Native States,		4 6 0	
			6 6 0
<i>Sugar</i> pays per Bullock load of 2½ maunds	} Rs. 1 10 0		
to E. I. Company,			
Ditto Native States,		4 8 0	
			6 2 0
<i>Karanch</i> pays to Native States per Bullock load of 3 maunds, ..		4 8 0	
<i>Silk</i> " " " 4 "		16 0 0	

APPENDIX O.

Tonnage Schedule for the Port of Calcutta adapted by the Bengal Chamber of Commerce, from the 1st September 1854.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in Bags,	20	50
Boxes,	20	50
Alum,	20	50
Aniseed,	8	50
Arrowroot, in Cases,	20	50
Assafetida, in Bags,	20	50
Boxes,	20	50
Apparel,	8	50
Bark, in Bags,	20	50
Barilla,	18	50
Betel-nut,	20	50
Books,	20	50
Borax or Tincl,	20	50
Brimstone,	20	50
Bullion,	16	50
Cake-lac, in Bags,	8	50
Camphor, in Cases,	8	50
Cardamoms, in Robbins,	11	50
Boxes,	11	50
Cassia, all sorts,	11	50
China Root, in Bags,	8	50
Boxes,	8	50
Chiretta,	20	50
Cigars,	20	50
Cloves, in Bags,	8	50
Chests,	20	50
Coats,	18	50
Cochineal,	16	50
Coffee, in Bags,	20	50
Robbins and Casks,	20	50
Coral, Rough,	20	50
Cotton, in Bales,	17	50
Cowries,	20	50
Cutch, in Bags,	16	50
Dates, Wet,	20	50
Dry,	16	50
Dholl,	20	50
Elephants' Teeth, in Bulk,	16	50
Cases,	12	50
Furniture,		
Garlic and Onions,		

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Ginger,...	12	.....
Gram,	20	.....
Gunn, in Cases, not enumerated,	50	.....
Gunny Bags,	50	.....
" Cloth,	50	.....
Gunjah,	50	.....
Hemp, in Bales,	50	.....
Hides, Buffalo or Cow, Cured,	50	.....
Hoods, Horn Shavings and Tips,	20	.....
Horns, Cow, Buffalo or Deer,	20	.....
Indigo,	50	.....
Jute, in Bales,	50	.....
Lac-dye,	50	.....
Lard,	50	.....
Limeoil,	20	.....
Mace,	50	.....
Machinery,	20	.....
Metals,	20	.....
Mirabolam,	16	.....
Molasses,	20	.....
Mother o' Pearl, in Bags,	20	.....
" Chests,	20	.....
Munjeet,	50	.....
Mustard or Rape Seed,	20	.....
Nutmegs, in Chests or Casks,	16	.....
Nux Vomica,	12	.....
Oats,	20	.....
Oil, in Cases or Casks,	20	.....
Opium,	per Chest.	.....
Peab,	15	.....
Pease,	20	.....
Pepper, Long,	12	.....
" Black,	14	.....
Planks and Deals,	20	.....
Poppy Seed,	20	.....
Putchuck,	10	.....
Raw Silk, in Bales,	10	.....
Rattans for Dunnage,	20	.....
Red Wood Ditto,	20	.....
Rhea, in Bales,	50	.....
Rice,	20	.....
Roping in Coils,	50	.....
" Lines and Twines, in Bundles,	14	.....
Rum, in Casks,	2 puncheons or 4 hhds.	.....
Safflower, in Bales,	50	.....
Sago, in Cases,	50	.....
Sal-ammoniac, in Bags,	15	.....
" Boxes,	50	.....
Saltpetre,	20	.....
Salt,	20	.....

ARTICLES.	Cwt. per Ton. Nett.	Cubic Feet per Ton.
Sapan Wood for Dunnage,	20	.....
Sealing-Wax, in Cases,	50	.....
Seed-lac, in Cases,	50	.....
" Bags,	16	.....
Sennah,	50	.....
Shells, Rough, in Bags,	20	.....
Shell-lac, in Cases,	16	.....
" Bags,	50	.....
Silk Piece Goods,	50	.....
Skins,	50	.....
Sonp, Country, in Cases,	50	.....
" Bags,	20	.....
" But,	16	.....
Stick-lac, in Cases,	50	.....
" Bags,	16	.....
Sugar,	20	.....
Tallow, in Cases or Casks,	20	.....
Tale,	20	.....
Tamarind, in Cases or Casks,	20	.....
Tapioca,	50	.....
Ten,	50	.....
Teel Seed,	20	.....
Timber, Round,	40	.....
" Hewn,	50	.....
Tobacco, in Bales,	50	.....
Tortoise Shell, in Chests,	12	.....
Turmeric,	20	.....
Wheat,	50	.....
Wool,	50	.....
All other Articles not enumerated in Bales or Cases, ..	50	.....

T. M. ROBINSON,

Secretary.

Calcutta, February 28th, 1854.

Monthly Statement of Stocks and Sales of Imports,

Including all Goods in Ships actually reported, whether landed or not.

COPPER.*

	Tile.		Sheet.		Brassiers.		Bolt.		Ingot.		Old.		Nails.		Chilim, Japan, &c.		Yel. Metl.		Australia.	
	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.
January..	2097	300	1095	906	604	303														
Feb'y..	1949	....	1284	....	619	....													
March..	1948	....	378	800	619	....													
April..	898	750	368	808	304	....													

IRON.*

STEEL.*

QUICK-SILVER.

	Flat and square.		Round.		Nail Rod.		Hoop.		Sheet.		Plates.		Swedish.		English.		Swedish.		Bottles.	
	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.
January..	786	12480	4470	....	9200	1500	1450	....	12286	530	3780	....	2548	....	....	....	....	900	....	....
Feb'y..	786	....	4161	....	7350	1800	3124	930	14233	1800	3409	1214	2548	....	....	....	....	....	....	....
March..	786	1416	3711	916	9150	....	3118	755	14233	....	3409	....	2548	....	....	....	....	....	....	....
April..	786	1500	8211	....	2630	....	3118	....	16308	950	2136	1273	2548	....	....	....	....	....	....	....

* In Factory Maunds.

	LEAD.*				SPELTER.				TIN PLATES.			
	Pig.		Sheet.		White.		Red.		Fy. Mds.		Boxes.	
	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.
January..	1050	450	1350	....	3500	....	3450	635
Feb'y..	450	....	1650	....	2700	....	3385	550
March..	450	300	1500	....	1650	1650	3370	700
April..	150	....	300	1200	2550	600	2280	550

GREY MULE TWIST.†

	20s.		30s.		40s.		50s.		60s.		70s.		80s.		90s.		100s.		Upwards.	
	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.	Stocks	Sales.
January..	100	8	537	175	4023	1506	226	318	95	110	6	18	7	2	5	....	2	....	28	6
Feb'y..	144	15	628	57	3273	805	84	147	10	105	....	5	5	2	5	....	2	....	19	7
March..	164	47	523	207	2988	1388	220	258	71	131	20	....	....	....	....	....	....	....	21	9
April..	183	....	267	167	3348	933	229	493	129	127	....	33	3	11	....	6	....	3	10	3

	Turkey Red Twist.†		Yellow Twist.†		Green Twist.†			
	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.
January..	245	201	142	13	120	25	....	....
Feb'y..	128	125	95	61	119	2	....	....
March..	206	207	67	76	187	1	....	....
April..	195	88	57	127	150	12	....	....

* In Factory Maunds.

† In Bales.

40-INCH GREY SHIRTINGS.*							45-Inch. All Recds.		54-Inch. All Recds.		
	Low under 7 lb.		Middling 7 and 8 lb.		Fine above 8 lb.						
	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.					
January,	33222	55028	31791	65863	180016	68850	85530	20068	44070	2148	
Feb'y...	7652	33350	22531	23420	96186	51189	55700	16950	30010	6500	
March,	14678	36632	9331	32023	97436	47856	61740	15550	40358	690	
April...	28970	60550	23451	81685	70691	42150	62024	25000	40624	1700	
BLEACHED SHIRTINGS.*											
	Low.		Middling.		Fine.		Stocks.	Sales.	Stocks.	Sales.	
	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.					
January,	11746	7890	28356	21500	550				250		
Feb'y...	7797	3200	18980	5395	1150				500		
March,	6746	3764	19133	8746	510				448		
April...	6296	6880	12659	7110	1200				670		
TOWLS.*				FANCY SHIRTINGS.*							
	Grey.		Bleached.		40 Yards.		50 Yards upwards.			Stocks.	Sales.
	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.			
January,	2730	2050	1900	12710	7435	8380	1410			
Feb'y...	2460	300	1620	3000	15570	4385	6181	3170			
March,	2960	2730	2070	10310	5098	4241	4490			
April...	1980	3520	1480	16312	4900	8034	2686			

GREY MADAPOLLAM.*						Grey Domestic. All kinds.		T. Cloth. All kinds.							
30 to 33-Inch.		Above 33-Inches.		Stocks.	Sales.					Stocks.	Sales.				
Stocks.	Sales.	Stocks.	Sales.												
January,	10600	15200	8230	590	7410	2140	34579	2315							
Feb'y...	2746	19100	5890	800	7327	717	33054	2825							
March,	2872	17250	6450	8296	6769	250	30149	3175							
April...	31329	39743	3800	1350	6090	225	11977	2000							
40-INCH GREY JACONETS.*						45-Inch Grey. All kinds.		BLEACHED JACONETS.*							
50 Reed and under.		52 to 54 Reed.		56 to 60 Reed and upwards.				Low.	Middling.	Fine.					
Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.										
January,	15800	21855	13000	20561	2000	17452	10694	9050	3200	5553	8200	23200	1200	5060	
Feb'y...	8000	7050	20166	29861	3000	.....	9094	3956	800	2795	250	5650	....	7312	
March,	15450	15778	600	13790	3150	4150	13434	8258	2300	2030	4005	15160	1023	5104	
April...	24405	43142	20100	42539	450	7000	15501	25000	6330	6104	14191	23718	6642	10057	
BLEACHED CAMDRICS.*															
Low.		Medium.		Fine.		Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.
Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.										
January,	15590	980	13880	7630	7001	1230									
Feb'y...	10498	3702	12350	3297	7801	600									
March,	7548	3350	11136	2114	7301	600									
April...	9000	600	9207	2611	4801	1300									

* In Pieces.

BOOK MUSLINS.*					BLEACHED MULLS.*					GREY MULLS.*				
Lower Books or Power Loom 7 th to 11 th .		Fine Books 11 th upwards.			Low Power Loom 7 th to 11 th .		Fine Molls 11 th and upwards.			Grey Molls 7 th to 11 th .				
Stocks.	Sales.	Stocks.	Sales.		Stocks.	Sales.	Stocks.	Sales.		Stocks.	Sales.			
January, 221500	31400	47423	4551		37322	25401	28779	8707		1300	.....			.....
Feb., .. 200370	26150	43070	3688		11157	20672	23066	9356		.....	2000			.....
March, 181157	25750	36103	4944		7941	3537	2909	5339		.....	.....			.....
April, .. 144857	15500	26556	3927		6260	4000	15948	4240		650	750			.....

LAPSETS.*					Lapset Scarfs all kinds.*				
Common.		Fine.							
Stocks.	Sales.	Stocks.	Sales.		Stocks.	Sales.			
January, 180429	40042	63335	29254		64304	26672			.....
Feb., .. 158246	29793	75508	14691		53277	13894			.....
March, 134586	24700	50829	23305		53963	7407			.....
April, .. 128202	15507	30200	6622		48343	9701			.....

CHINTZ AND PRINTS.*											
Bengal Stripes.		Neutral Sets and Stripes.		Common Chintz Fancies.		Fast colored Fancies, &c.		Imitation Turkey Red.		Turkey Red.	
Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.
January, 2000	.....	31492	700	56269	1650	42692	2960	38698	659	35513	.....
Feb., .. 2000	.....	30898	500	53717	.....	42404	1743	40831	1300	37933	250
March, 2000	.....	29398	.....	52504	1415	45701	3345	49181	.....	38319	1315
April, .. 2000	3038	13597	.....	17081	1000	14287	2829	24531	100	23837	9509

* In Pieces.

TURKEY RED PLAIN CLOTH.*							TURKEY RED TWEILS.*						
7-8th or 24-Inch.		9-5th or 32-Inch.		Upwards of 33-Inch.			7-8th or 24-Inch.		9-8 or 32-Inch.		Upwards of 33-Inch.		
Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.		Stocks.	Sales.	Stocks.	Sales.	Stocks.	Sales.	
January, 14130	2000	3075	740	230	150		7640	1432	5850	.....	22119	3289	
Feb., .. 14995	1000	3725	250	.....	230		7344	150	5253	.....	19708	3211	
March, 15591	2940	3475	500	.....	.....		4888	2702	4800	700	15055	5697	
April, .. 11495	4960	1825	1400	.....	.....		3044	1130	4303	.....	16865	4543	

Turkey Red Mulls all kinds.*				Turkey Red Jaconets all kinds.*				T. R. Fancy Shirtings all kinds.*			
Stocks.		Sales.		Stocks.		Sales.		Stocks.		Sales.	
January, 7483	.....	8380	.....	120	.....	2050	.....	8450	.....	750	.....
Feb., .. 6173	.....	4690	.....	918	.....	72	.....	6130	.....	1411	.....
March, 6198	.....	2600	.....	918	.....	300	.....	6233	.....	697	.....
April, .. 6798	.....	8611	.....	.....	.....	2268	.....	4521	.....	112	.....

The Stocks are made up to the end of every month.
The Sales are given from the 1st to the end of each month.

The Stocks and Sales of the following Firms are not included in the Statement.

Messrs. GIBSON and Co.
" KESSELL, HOARE and Co.
" CROOKE and GREY.
" PURRIER and Co.
" MALCOLM and Co.
" MAY, PICKFORD and Co.

T. M. ROBINSON,
Secretary.

* In Pieces.

Bengal Chamber of Commerce, 1853-54.

XCVIII

ACLS

MEMBERS OF THE CHAMBER OF COMMERCE.

Allan, Duffell and Co.
Anderson, W.
Apear and Co.
Borradale, John and Co.
Braddon and Co.
Carlises, Nephews and Co.
Carter, J. W.
Church, James Junr. and Co.
Colvin, Ainslie, Cowie and Co.
Cowell, James.
Crooke and Grey.
Dickson and Co.
Dessabhey Franjee Cama and Co.
Eglinton and Co.
Ewing and Co.
Foster, Rogers and Co.
Gillanders, Arbuthnot and Co.
Gilmore, McKelligin and Co.
Gishorne and Co.
Gladstone, Wyllie and Co.
Gooroo Churn Sein.
Gordon, Stuart and Co.
Gouger, A. and Co.
Griffiths, Hay and Co.
Haworth, W. and Co.
Henderson, Wallace and Co.
Hurris Chunder Bhose.
Ilbery, J. W. H. and J. Jenkins.
Jameson and Co.
Jardine, Skinner and Co.
Kelsall, Hoare and Co.
Kelly, Campbell and Co.
Kettlewell, Drabble and Co.
Laroche, C.
Leach, Rawson and Co.
Livingstone, Dearman and Withers.
Lovell, H. P.
Lyall, James and Co.

Mackenzie, Lyall and Co.
Mackillop, Stewart and Co.
Mackinnon, Mackenzie and Co.
Malcolm and Co.
Marks, C. H.
Martin, Pillans and Co.
Moran, W. and Co.
Norman, Brothers and Co.
Paterson and Co.
Pearce, Maune and Co.
Peel, Bellairs and Co.
Pelmoller, G. and Co.
Pennington and Co.
Potter and Co.
Prestwich, E.
Purrier and Co.
Ralli, Brothers.
Ralli and Mavrojan.
Rajender Dutt and Kally Dass Dutt.
Ram Gopaul Ghose and Co.
Robertson, J. L.
Robinson, Ballour and Co.
Ross, R. P.
Sama Churn Mitter.
Samuel Smith, Sons and Co.
Schillizzi and Co.
Schoene, Kilburn and Co.
Shand, Raife and Co.
Smith, Erie and Co.
Stevenson, R. B.
Tandy, J. O'B.
Thomas, R. and Co.
Tulloch, Seal and Co.
Wattenbach, Heijgers and Co.
Wienholz, Brothers and Co.
Wills, Augustin and Co.
Wills and Earle.
Wingrove, Geo.

MOFUSSIL MEMBERS.

Beecher, W.—*Gowhatly*.
Buchanan, Paterson and Co.—*Mont-
nein*.
Crisp and Co.—*Rangoon*.
Deverell, H.—*Acherungee*.
Forbes, Alexander.—*Dacca*.
Guppy, S.—*Bally Khat*.
Gale, John.—*Pundool*.
Hamilton, Higginson and Co.—*Mir-
zapore*.

Kenny, J. T.—*Salgaoodiah*.
Longdon, G. H.—*Agra*.
McNaire and Bra.—*Baloonahally*.
Macrae, Begbie and Co.—*Mountain*.
MacLagan, F.—*Lokenathipore*.
Maxwell, D.—*Chum-pore*.
Monzie, T.—*Mirzapore*.
Proby, F.—*Dacca*.
Savi, R.—*Novohatta*.
Wise and Glass.—*Dacca*.

RULES AND REGULATIONS

OF THE

BENGAL CHAMBER OF COMMERCE,

*Adopted at a General Meeting of the Chamber, on Mon-
day, the 9th day of May, 1853.*

First.—That the Society shall be styled "THE BENGAL CHAMBER
OF COMMERCE."

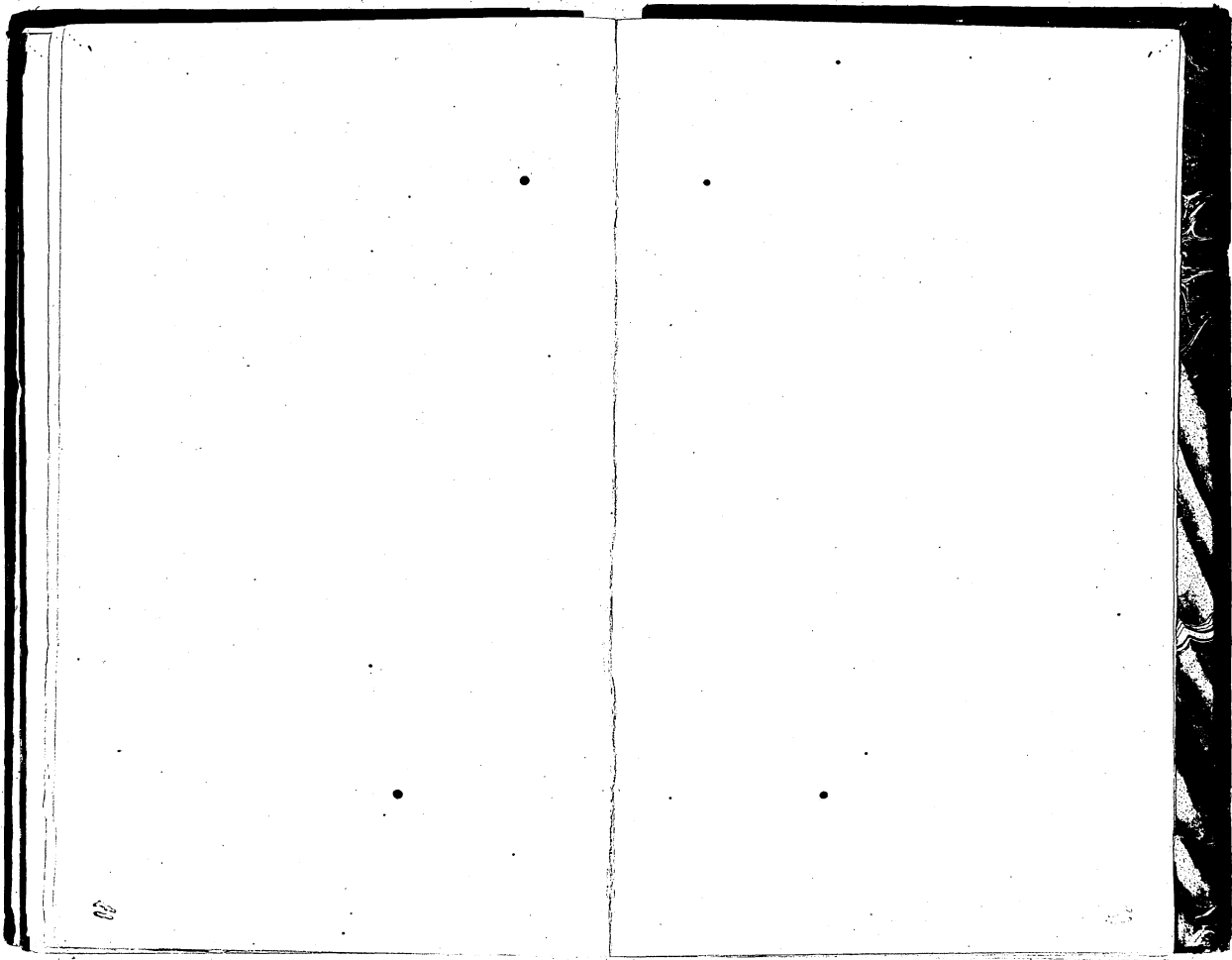
Second.—That the object of the Chamber shall be to watch over
and protect the general interests of Commerce; to collect
information on all matters of interest to the Mercantile
Community, and to use every means within its power,
for the removal of evils, the redress of grievances, and
the promotion of the common good; to communicate
with authorities and individual parties thereupon; to
form a code of practice whereby the transaction of
business may be simplified and facilitated; to receive re-
ferences and to arbitrate between disputants. The deci-
sions in such references being recorded for future
guidance.

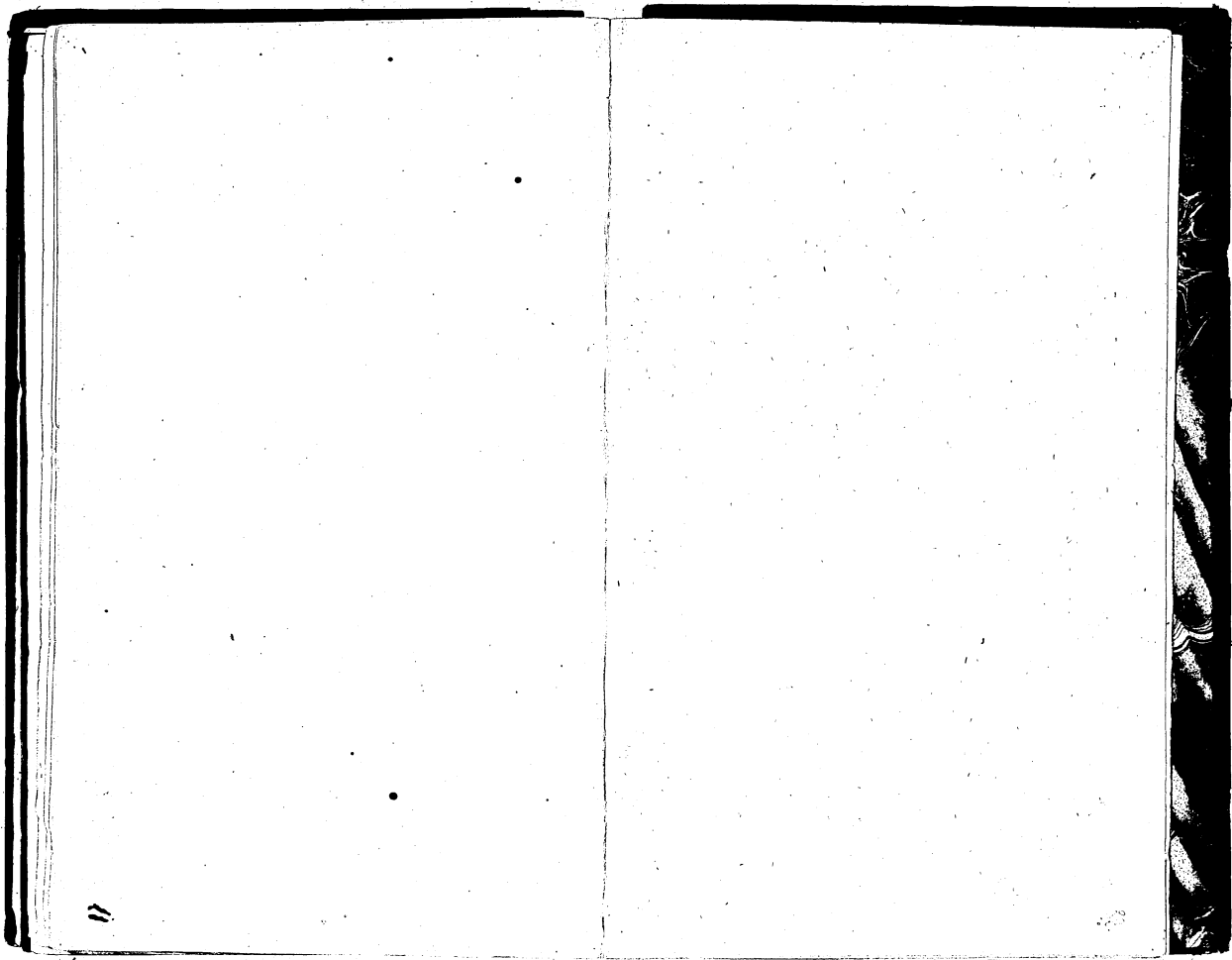
Third.—That it being highly desirable not to recognize any principle
of exclusion, all persons engaged or interested in the
Commerce or Shipping of Bengal, shall, upon payment
of the Subscription and on signature of the Rules and
Regulations, be admissible as Members in the manner
hereinafter described.

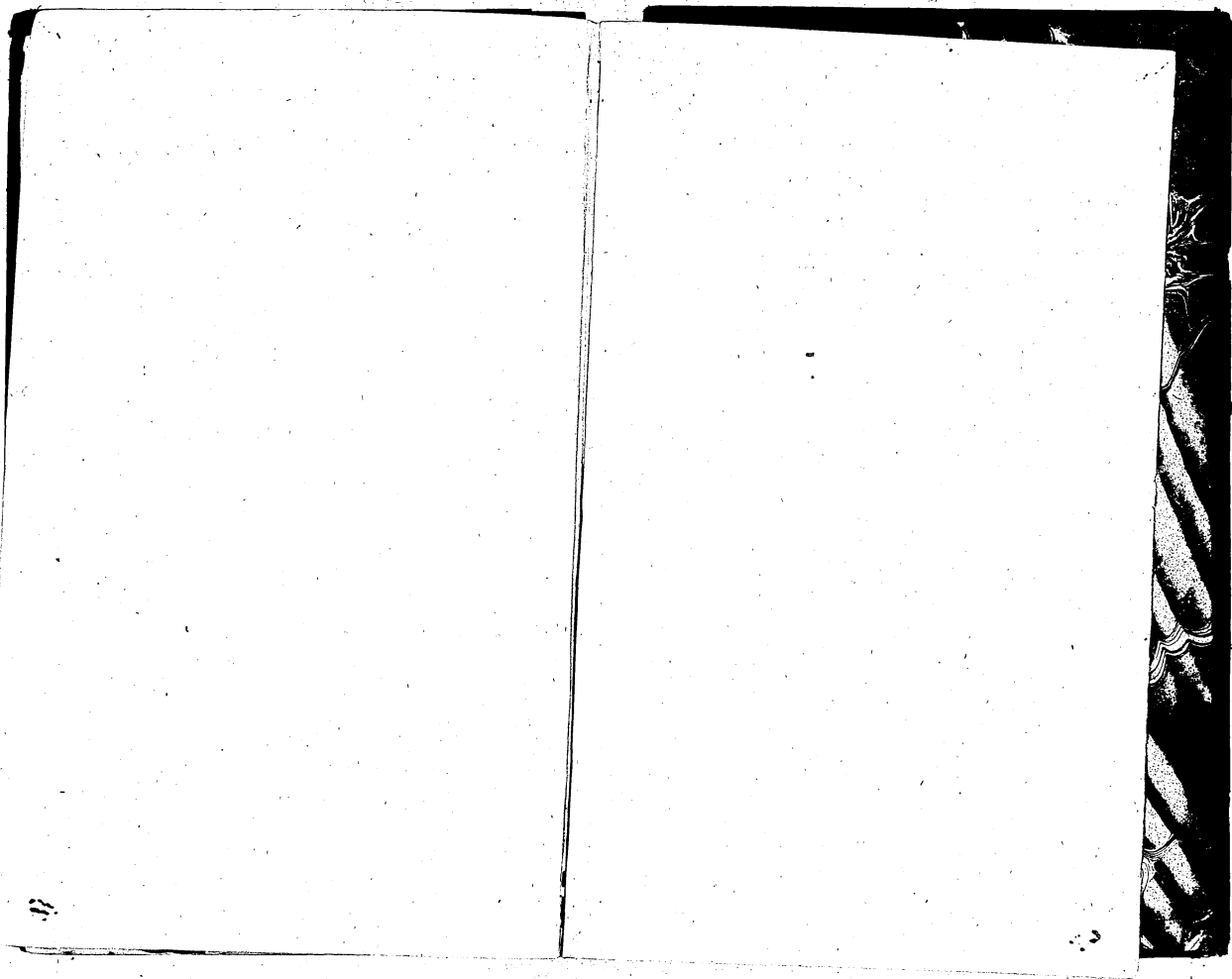
Fourth.—That Candidates for admission, proposed by one Member
and seconded by another, shall be ballotted for, and a
majority of votes shall decide the election.

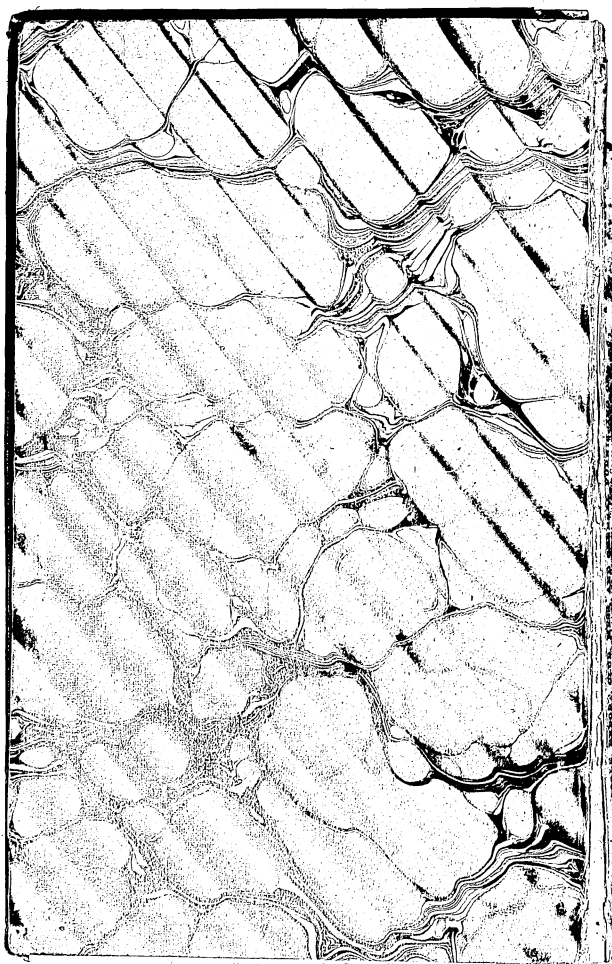
- Fifth.*—That voting by proxy, or by Members whose subscriptions are in arrear, be not allowed.
- Sixth.*—That the Chamber reserves to itself the right of expelling any of its Members; such expulsion to be decided by the votes of three-fourths of the Members of the Chamber.
- Seventh.*—That a majority of the firms constituting the Chamber shall be held sufficient to form any General Meeting, at which although two or more partners of one firm be present, they are to count in voting as only one Member; and no two Members of one firm can be at the same time Members of the Committee.
- Eighth.*—That the monthly subscription of each Member or firm be Rupees 16, subject hereafter to increase or reduction as may be decided by a General Meeting.
- Ninth.*—That the business and funds of the Chamber shall be managed by a Committee of seven Members, consisting of the President and Vice-President, and five Members, to be elected annually at a General Meeting of the Chamber in the month of May; the President, or, in his absence, the Vice-President, being Ex-Officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Four to form a quorum; the Chairman in cases of equality having the casting vote.
- Tenth.*—That the Committee shall meet on such day of every week as it may fix as most convenient, for the purpose of transacting such business as may come within the limits of the objects of the Chamber, and that its proceedings be laid on the table open to the inspection of Members, subject to such regulations as the Committee may deem expedient.
- Eleventh.*—That vacancies in the Committee created by the absence of Members from the Presidency for two months, or by departure for Europe, or by death, be filled up at a General Meeting by a majority of the Members present thereat.

- Twelfth.*—That the Secretary be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.
- Thirteenth.*—That the General Meetings of the Chamber be held from time to time as the Committee for the time being may deem necessary. That a Special General Meeting shall be called by the President, or, in his absence, by the Vice-President, or by his order on the requisition of any five firms, Members of the Chamber, to be held within five days subsequent to the receipt of such requisition.
- Fourteenth.*—That all Proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.
- Fifteenth.*—That strangers visiting the Presidency may be introduced as Honorary Members for two months by any Member of the Chamber inserting their names in a book to be kept for that purpose.
- Sixteenth.*—That the Committee be empowered to make Bye-laws, which shall not be of any force until approved of by a General Meeting.
- Seventeenth.*—That an Annual Report of the Proceedings be prepared; and, after being approved of at a General Meeting, printed and circulated.
- Eighteenth.*—That the above Rules be added to, or altered, only by a majority of Members of the Chamber.
- Nineteenth.*—That the foregoing Rules be printed, and an authenticated copy, subscribed by each Member on admission, be kept as part of the records of the Chamber. That printed copies be forwarded to Members of the Chamber, to the Secretary to Government, and to such other parties or authorities as it may be desirable to make acquainted with the objects and Rules of the Association.









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