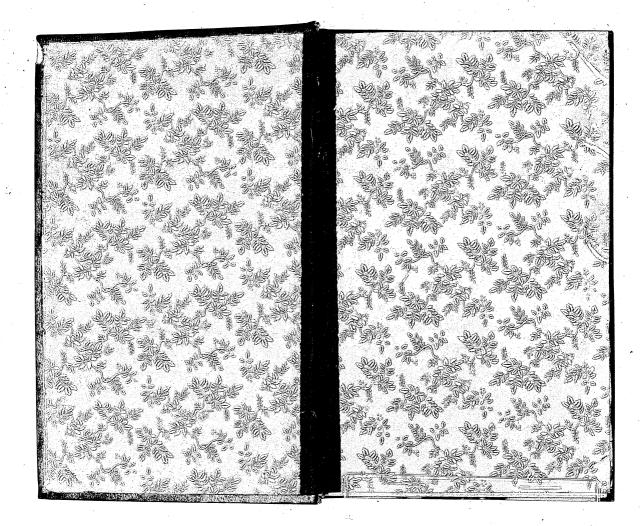
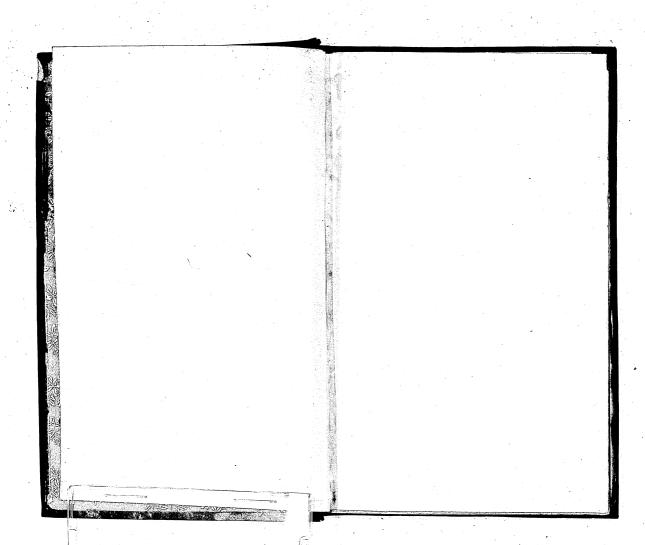
REPORT OF THE BENGAL CHAMBER OF COMMERCE 1858





occedings of a General Meeting of the Bengal Chamber of Commerce, held on Saturday the 29th May 1858.

D. MACKINLAY, Esq., President, in the Chair.

The Report of the Committee for the Half-year anded 30th April having, after a few preliminary remarks, been read by the Chairman, it was proposed by Mr. James M. Hall, seconded by Mr. M. L. Ingram, and unanimously resolved—

That the Report of the Committee, now read by the Chairman, be received and printed.

The Chairman remarked that the functions of the late Committee having terminated with the submission of the Report just read, the Meeting would have to appoint a Committee for the ensuing year. The voting cards having been examined by Mr. William Maitland and Mr. George May, who were chosen Scrutineers, the names of the following gentlemen were returned:—

D. Mackinlay, Esq., President; James Church, Junior, Esq., Vice-President; James Rose, Esq.; Seth A. Apear, Esq.; Wm. Maitland, Esq.; John N. Bullen, Esq.; and D. B. Lindsay, Esq.; and in the event of any of the elected members not being able to serve, the following gentlemen were declared as standing next in order for office:—

Messrs. C. E. Schoene, Henry Cowie, Jas. Mackenzie, F. Schiller, George May, T. C. Cadoga and W. Blundell.

It was then proposed by Mr. Seth A. Apcar, seconde by Mr. C. E. Schoene, and carried unanimously:—

That this Meeting, cordially approving of it suggestion contained in the Report of the Committe of the Chamber now read, resolve that a testimonic be erected to the memory of the late Mr. Venable and that a Committee be appointed to collect subscriptions.

And on the proposition of Mr. C. H. Pickford seconded by Mr. F. Schiller, it was unanimously resolved—

That the following gentlemen be a Committee for the purpose, with power to add to their number:—

Messrs. C. E. Schoene, Seth A. Apear, James Rose George May, Wm. Moran, George Brown, John H. Fergusson, D. B. Lindsay, Jas. Church, *Junior*; Jas J. Mackenzie, D. Mackinlay, C. Durrschmidt, and Henry Cowie.

The conditional election, by the Committee, of Mr. R. L. Eglinton, Agent of the Chartered Bank of India, Australia and China, was confirmed.

After a vote of thanks to the late Committee for their services on behalf of the Chamber, and to the Chairman for presiding on this occasion, the proceedings terminated.

H. W. I. WOOD,

Secretary

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BENGAL CHAMBER OF COMMERCE.

REPORT OF THE COMMITTEE.

We have now to lay before you a summary of such matters of any interest as have engaged our attention since our last Quarterly Meeting, viz., for the period from 1st February to 30th April, the end of our Commercial year—with which the duties of your Committee have terminated; and after hearing this report read, you will, in accordance with the rules, have to select a new Committee in succession to them for the purpose of conducting the affairs of the Chamber for the current year.

In our last report we mentioned that we had rice Current. commenced the publication of a Price Current under the auspices of the Chamber, and the experiment having been so far well received, we have every confidence that, if due care is bestowed upon the compilation of it, it will prove exceedingly useful and receive every support from the mercantile community. Its circulation is already nearly one thousand copies.

No further movement has been made in the mat- Tribunal of ter of the Tribunal of Commerce. We notice that Commerce. when Mr. Ayrton recently asked for a Select Committee of the House of Commons to enquire into

^{*} See Report at page 31.

the expediency of establishing Tribunals of Commerce in England, Colonel Sykes illustrated the question by referring to the proceedings of our Calcutta Committee, and to the draft of the Code prepared by them, as containing a complete jus. tification of Mr. Ayrton's motion-which was agreed to; and once Tribunals of Commerce are established and found to work satisfactorily in Eng. land, the introduction of them into this country is likely to be more successfully urged upon the authorities.

The Exchange.

As suggested in our last report, a meeting of those who had indicated their willingness to support the opening of a Commercial Exchange was held, and a Committee elected, by whom rules and regulations were framed, which were subsequently approved of on the 25th instant, at a General Meeting of Subscribers, who resolved that the Exchange shall be opened on Tuesday next the 1st of June.

sed Pilot Sys-

Appendix A. The Marine

Government has made no further communication to us regarding the Licensed Pilot system. Under the Merchant Seamen's Act, now before the Legislative Council, it is proposed to put an end to Tickets and to the Marine Registry Office, of which we still continue to receive complaints—the last being from Captain Franklyn of the Steamer Undaunted, on 21st March, stating that coolies had been shipped through the Registrar in place of efficient lascars, and of certain extortions which he and the lascars were subjected to by the subordinates in the office. This

letter was forthwith handed up to the Bengal Government, and a copy at the same time sent to the Registrar, who has declined making any communication to the Chamber; in the meantime, the case has been sent to the Superintendent of Marine, with a request, that he will "make a prompt, searching, "and vigorous investigation into the matter, and "report the result for the orders of the Lieutenant "Governor." We shall probably hear further, when a decision has been come to on the case.

The objects of the Bill now before the Legislative Council are, to abolish the system of Register tickets Scamen's Bill. introduced by Act XXVII. of 1850, which, as stated by Mr. Currie, by common consent, has been pronounced a failure, and to substitute for it, and the Merchant Seamen's Act, No. XXVIII of 1850, such of the provisions of the English Merchant Seamen's Act of 1854, as may be advantageously extended to this country.

Copies of the Draft Act have been circulated for the remarks of the Members of the Chamber; and we have, through the Lieutenant Governor of Bengal who communicated with us on the subject, stated one or two objections to the Act; one of them being to Section XX. which provides, "that the consignee or agent of the ship shall sign the Bond for sending back the lascars to India, or find fit employment for them on board some other vessel, bound to the port at which they were originally shipped. " We objected to this clause when it was first proposed in 1856, and we have

repeated the grounds in our letter to the Lieutenant Governor, on which we conceive that it would be a great hardship to make the consignee or agent, whose connexion with the shipowner is so slight, become indefinitely bound in such a case.

The second objection is directed to the LXVI. Section which requires that a place of shelter "large enough to allow nine superficial feet for every man" shall be provided, while only four feet is provided for under the Act of 1850, and on this score there has been, so far as we know, no objection. Lascars, the Insurance Offices insist, must keep to the forecastle, and are not permitted to go below; and in steamers and sailing vessels, where the crews are so large, it will be impossible to give the space required by this Act. The Peninsular and Oriental Company are opposing this clause.

When the late Captain Currie, the then Registrar, and Captain Rogers, the then Superintendent of Marine, suggested that the consignee or agent should sign the Bond as provided for by the present Act, he founded greatly on the report taken from the Times of the case of the Jainet Michell, where some Lascars, belonging to this ship had complained to Mr. Yardley, a London Magistrate, who took with great violence the side of the lascars, and would listen to nothing on the part of the owners of the Jainet Michell. The case created some sensation at the time, and Captain Currie takes all possible advantage of it; asserts that the crew were turned adrift, without being paid

their arrears, and left to die of hunger and cold, &c. But it now turns out that the facts of the case, which are made the grounds for legislation here, turn out to be perfectly untrue. Our Vice-President, who was acquainted with Mr. Mitchell, the owner, wrote to him, and in reply we received papers showing that these lascars had misconducted themselves on the voyage; that they deserted, and were sent to prison at Port Louis in Mauritius ; that the ship suffered by the detention there, and that the lascars forfeited all wages due to them : yet they were taken back to the ship, and on their arrival in England, Mr. Mitchell, in the hope of inducing them to fulfil their contract, advanced them £40 more. They even after this misbehaved, got drunk, and insubordinate. They were transferred from the Janet Mitchell to another ship of Mr. Mitchell's, the Earl of Eglinton, an equally good vessel, returning to Calcutta, in which every thing was provided for them; but here they got drunk and insubordinate, refused to work for wages or to return as free passengers to Calcutta; in consequence of which, the Earl of Eglinton had to get a European crew to work her for the voyage. At this stage of matters the lascars, under bad advice, presented themselves to Mr. Yardley, who, though he had no jurisdiction in the case, refused, as already said, to hear any thing against the lascars, or any thing in favor of the owner, Mr. Mitchell.

Mr. Mitchell, through Mr. Hastie, the member for Glasgow, brought Mr. Yardley's conduct to the

notice of the English Government, and on 7th January 1856, Sir George Grey, the Secretary to Government in that department, or through his Secretary informed Mr. Hastie that he considers "that Mr. Mitchell has a just ground of complaint, and I have to request that you will make known to him that Sir George Grey has conveyed to Mr. Yardley his disapprobation of his conduct on this occasion; "-and on 12th January Sir George Grey further states that Mr. Yardley acquiesces in his decision as to his conduct, "and he is desirous of expressing through Sir George Grey to Mr. Mitchell his regret that he was impelled to use the language in question," which ended the matter. We have taken up your time in mentioning these particulars, chiefly because we thought it due to Mr. Mitchell that the real facts of the case should be made known, as they evidently were not to Mr. Currie, when he printed the report from the Times, furnished by Captain Currie, as one of the annexures founded on, to the Statement of the Objects and Reasons, dated 24th October 1857, circulated with the draft of the Act.

It was stated in our last report that we had made application to the Lieut. Governor to have the limits of the Port extended from Hautkolah Ghaut to the canal at Chitpore; and on 5th March last it was intimated to us that the President in Council had sanctioned the extension of the Northern limit of the Port of Calcutta as defined in the notification issued on the 1st July 1856-" to the Gun Foundry at

Cossipore, and to the corresponding point on the opposite side of the river Hooghly," which was beyond what we had asked for. Si sic semper!

The Custom House Sheds have made no further pro- Appendix D. gress towards completion; they are as they were, and House Sheds. our goods in transit to and from the ships will have to go through the damage of another rainy season. The building of these sheds was stopped after the mutiny broke out, and the latest reply we have regarding them from the Government of Bengal is, "that the Lieutenant Governor is still precluded under the orders of the Government of India from proceeding with the work."

We have been for many years past reiterating Appendix F. complaints upon this subject to the Government of Cauals, India, as well as to the Government of Bengal. In 1853 the Governor General in Council sanctioned certain improvements and alterations, with which the Chamber in September 1853 expressed their satisfaction; little or nothing was done: and in 1855 the Indigo Planters' Association took up the question, and pointed out the disgraceful state of the canal communication with the Sunderbunds. Their representation had some effect, and Government determined in cutting a new canal commencing at the Toll House at Dhappa and falling into the Hooghly above Chitpore Bridge, at a short distance from the entrance to the old Canal.

The work was proceeded with, and after having excavated the new canal from Dhappa to within a few yards of the Hooghly, orders were suddenly

issued for discontinuing the works, and the money so sunk has remained quite unprofitable ever since. We urged upon the Government that, though the original plan were not carried out, the labour and expense already expended might be turned to some account, without much addition to the past outlay, and we with this view suggested the completing the junction of the two canals at Dhappa, and the making a cut from the new into the old canal as near its proposed termination as might be convenient. The advantages of this were pointed out, and the Lieutenant Governor's early consideration of the question was solicited. In reply, in March 1857, we were informed that some other plan was then under the consideration of Government, but nothing was done. We reminded Government recently of the subject, and we have now received a reply, "that the plan "contemplated by the Government of India has been "abandoned, and that by the orders of the Honorable "the President in Council, the project of connecting "the new with the old canal by a cut entering the "latter near the Sham Bazar bridge has been sanction-"ed. This is the plan advocated by the Chamber in "their letter of 11th February 1857. The Officiating "Chief Engineer has been directed to put the works "at once in hand, and to carry them on to completion "with all possible despatch." We shall be vigilant in seeing that the promise is attended to. This and the Custom House Sheds, both admitted to be works of the greatest utility and necessity, about which

we have been in correspondence with Government since 1853, may serve as illustrations of the difficulties and delays which every measure advocated by interlopers, while unrepresented in Council, is sure to encounter, in its progress, from first to last with the Indian Government.

The Director General of the Medical Department Appendix F. informs us that owing to the circumstance of the cal Register. Meteorological register of a very large number of the stations in this Presidency not having been received, in consequence of the disturbed state of the country, and a considerable portion of the remainder having come in very irregularly, it has not yet been found practicable to print sets of the documents.

In June of last year we obtained a promise from Appendix G. Mint Coinage. the Government to publish a statement of the silver received and coined at the mints of this and the other Presidencies; but no such statement having appeared, the matter was again brought to the notice of the Financial Secretary, who, on 23d April last, replied that the publication of the statement has hitherto been delayed "in consequence of errors in "the returns originally received from the several " Presidencies-a circumstance which rendered neces-"sary the preparation of revised returns. These "returns having been received, a statement of the "receipts and coinage of silver in the period from " May to December 1857, will appear in to-morrow's " Official Gazette, and the statements for subsequent " months will be published in due course." This

statement, as taken from the Government Gazette of 24th April, will be found in the Appendix. The returns given in this statement show that the Bullion and Coin received for account of Government, at the Calcutta Mint, for the eight months from May to December, amounted to Rupees 17,44,538, and for account of Merchants to Rupees 461,80,332, giving a total of Rupees 479,24,870, and giving a monthly average of Rupees 59,90,608. The total coined during the same period is Rupees 489,77,167, making the average coinage of each month Rupees 61,22,145. The largest Coinage, Rupces 92,46,953, was in the month of May. The largest receipts from merchants Rupees 85,20,712, was in the month of December, and the largest receipt from Government, Rupees 14,78,615, was in the month of May. In the Madras Mint the total receipts of Coin and Bullion for the above period are Rupces 71,19,404, of which only Rupces 129 came from Government, and the total coined is Rupees 80,50,822, being an average of Rupees 10,06,352 per month. The total receipts at the Bombay Mint are for the same period Rupees 286,45,876, of which Rupees 1,34,484 are from Government, and total coined for seven months (there being no coinage return for December) is Rupees 297,28,000, giving a monthly average of Rupees 42,46,857.

Appendix II. New Rules

On the 17th March the Lieutenant Governor forfor the Port of warded to us a set of new rules which the Officiating Commissioner of Arracan proposed to introduce at

Akyab "with a view to render the Pilot Service of that Port more efficient," and requesting the Chamber to favor the Lieutenant Governor with their view upon the subject. The object of these new rules is to increase the number of licensed pilots at Akyab from 3 to 6, to make it compulsory on all vessels to take licensed pilots, and to prohibit any one acting as a pilot without a license, to compel each pilot to provide himself with a good boat, and the body of pilots with one good sca-going vessel, of at least 40 tons, fit to encounter the weather outside the bar in the S. W. Monsoon; and to double the rates of pilotage in the S. W. Monsoon. We have been favored with a communication from the Officiating Superintendent of Marine to the Lieutenant Governor on this subject, and we suggested that the proposed rules should be sent to the Akyab Chamber of Commerce for their consideration.

In our last Report we stated that, although we had Appendix I. had no official information on the subject, we believed ExportDaties. that there would be no alteration made in the Tariff for another year. The Board of Revenue forwarded to us, in March last, copy of a letter to the Board from the Lieutenant Governor, stating that as " the Board, the Chamber of Commerce, and Collector of Customs, by whom in consultation the revision of the Tariff would be conducted, all concur in advising that no revision should at present be made, the Lieutenant Governor will not urge the matter." His Honor then states that he does not see any reason for

maintaining the existing rates which are below the market values, and the Collector of Customs is directed to collect correct information regarding the variations of prices which may serve as reliable data on which to found his suggestions for modifications of the Tariff.

Appendix J. Cargo Boats

The Marine authorities, and those interested in cargo boats, have been unable to make any more suitable arrangement for the accommodation of cargo boats than the one at present in force, and which was sanctioned as a temporary measure in September last, viz. that no more than three cargo boats shall be permitted to make fast to one buoy at the same time to hold on during the day and night in the freshes, -the proprietors of the boats or the shippers of the cargo being accountable for any damage done to the buoys through the carelessness or mismanagement of the manjees.

On 22nd March we received from the Lieutenant Governor an extract from the report of Lieutenant Heathcote on the survey of the Arracan Coast, dated 18th September last, and for the reasons contained in which report the Government of India have suspended the order for the erection of a Light House on Oyster Island. Lieutenant Heathcote thinks that a light on this Island would be of use only to native vessels; that to vessels approaching the coast, if sighted it, would point out to them that they were not in their proper position, and give warning of the vicinity of land, which would be equally well obtained from the lead

while it would tend to guide them to a dangerous proximity to the Oyster Reef ten miles to the Southward; and Lieutenant Heathcote adds that a careful navigator would never sight a light on Oyster Island. He considers that the present light on the Savage Rock at the entrance of the Harbour is sufficient, and if more is determined on, a Floating Light moored to show the fair way between the Rocky Patch and the Oyster Reef. Captain Durham, of the Steamer Baltic, is of opinion that raising the present Light House 100 feet from the ground with a first class Flash light substituted for the one now used, is all that is required -or failing this improvement, to place a Floating Light 3 or 4 miles south of the Oyster Reef as a warning of that danger.

We are still without any publication of the State- Financial ment of the Revenue Charges and the Treasury Balances, promised by the Governor General in September 1856. But we gather from the speech of Lord Ellenborough in the House of Lords, on the 16th of March, in moving the second reading of the East India Loan Bill, that the following was the pecuniary position of the Company in England:-

Cash on 1st January, 1858, 734,512 In Exchequer Bills and Bonds, ,, 1,800,000 Stock at market price, 285,000

Sum actually at their disposal,

Besides other sums such as the vo			10.
Street, &c.,		£	547,000
Value of Unshipped Stores, &c.,		,,	396,822
Small Debts for advances,	• •	"	7,910
Amounting together to	٠	£	951,732

Against the above sum actually available are to be placed the debts due from the Company on 31st January, 1858, amounting to £9,877,665. The expectations of remittances from India and otherwise being very small, and making allowance for the sums payable from Railways which might be estimated at £1,000,000, his Lordship stated that it was absolutely necessary to increase the borrowing powers of the East India Company, which was agreed to.

Appendix L. Overland Mails.

In our last report we noticed the new postal arrangements that had been made with the view of giving us a weekly communication with England. We cannot derive the full benefit intended by the Home Government until the Post Office Department takes some steps to accelerate the Mail between this and Bombay. At present there is an interval of eight to ten days at times between the receipt of the first and the last portion of the same Overland Mail. To this evil we have directed the attention of the Director General, who has placed himself in communication with the Post Master General of Bombay on the subject, with the view of judging what permanent increase to the Road Establishment on the line may be necessary. The Director General is afraid that it will not be possible just now to procure the number of horses that are wanted.

A reply has been received from the Post Master Appendix M. General, London, to the proposition made by us to the Out-going. postpone the departure of the mail from this three days later than at present, to the effect that he is not at present prepared to come to any decision on the subject; but that when the Railway through Egypt shall have been completed the question shall receive full consideration.

In our last report we stated that we had written Electric to the Secretary to the Government of India wishing Telegraph to Madras. to know when the Electric Telegraph line to Madras was to be open to the public; but that we had no reply nor has any yet been received. We understand, however, that private messages have been recently transmitted for parties who have applied on the subject at the office.

We have been urging upon the Authorities the importance of completing the Telegraphic line to Galle, with as little delay as possible, for until that is accomplished, we shall be receiving, as we have done on more than one occasion lately, a telegram of the Mails of the 2nd and 17th of the month before the news of the Mails of the 25th and 9th, the first intelligence of which comes at present from Madras. Sometimes we have a telegram of the two Mails together. For instance the Hindostan with the 26th April Mail reached Madras early on the morning of the 25th, and the Steamer with the Mail of the 2nd May reached Bombay about noon of the same day—and the news by both came in almost simultaneously.

We addressed a letter to Sir William O'Shaughnessy about the line to Ceylon, and we received a prompt reply on the 17th April, stating that the posts are up nearly the whole way from Pondicherry to Adam's Bridge, and that on the arrival of the wire the line to that point can be completed in a month or six weeks,

The lines are already open from Galle to Colombo and Kandy, but the progress thence to Adam's Bridge was slower than was expected. Sir William adds:—
"There has been some deficiency of wire, to remedy which I am dispatching 30 tons on the 22nd by the Steamer Jamsetjee to Colombo. I shall proceed myself in the same vessel to Malabar Coast and Ceylon in order to accelerate by my personal superintendence every measure which can be taken to secure the early opening of a line which the Bengal Chamber justly regards as of the utmost importance."

We have nothing new to report on this important subject, having received no further communication from any quarter since the date of our last report. We are beginning to think that the public have reason to be any thing but satisfied with the slow progress made in the construction of the portion of the East Indian Railway between this and Allahabad; and the question is one of such great interest politically, so-cially, and commercially, that we suggest to our friends

at home the propriety of getting up an agitation with the view of adopting steps to compel the Railway and the East India Company to expedite the progress and the completion of the line between Raneegunge and Allahabad with all possible despatch. Major Kennedy, who was consulted by Lord Dalhousie on Indian Railways, has been doing good service in pressing this point upon the attention of the people of England, not only as to the advantages that must result from Indian Railways in a commercial point of view, but of the immense facility which they will give to the operations of our Army-in transporting with rapidity men, treasure and stores from one point to another-saving the men from the fatigues so trying to the health of the poor soldier in a climate like this. In 1852, Major Kennedy presented a report to the Home Government of India in which he showed that a proper system of Railways in this country would enable a reduction to be made on the Military Establishment of India equal to £2,332,482 per annum-which at 4 per cent. would represent a Capital of £58,312,000, and if invested in Railways at an average cost of £6,000 a mile would furnish 9,718 miles of Railway. This Report was sent to the authorities here, and Major Kennedy remarks that had the principles therein urged been adopted with the energy exemplified in the United States of America, 2,000 miles of Railway per annum might have been opened during the last three years in India, which would have placed the authorities in a condition to deal effectually with the mutiny of

Our Railways.

the Bengal Army, if it would not have altogether prevented the occurrence of that mutiny. Major Kennedy estimates the advantages of Railway trans port for troops in India over marching, as regarded time in concentrating a field force, as 24 to 1; as regarded the economy over Military Establishments as 2 to 1; as regarded the power of reducing the numerical force of the Army, and consequently the number of Europeans, as 3 to 1; and he concludes that by a judicious construction of railways in this country the present deficiency of upwards of $1\frac{1}{2}$ million sterling in the Revenue might be turned into a surplus of more than 2 millions.

Equally striking it is certain would be the results from the establishment of railways to industry, trade and commerce; and never was the necessity of them for India more clearly demonstrated than at this very moment. From Calcutta beyond Raneegunge there is no conveyance by which to send a package by land to the Upper Provinces. The Bullock Train is taken up entirely by Government, and the Steamers of the India General Company are monopolised by Government for sending up stores and ammunition to Allahabad, so that at present there is no opportunity of sending up packages, excepting an occasional boat put on by the Ganges Company in which they charge 3 Rs. per foot, or 120 for a ton of 40 Cubic feet, 3 Rs. a dozen for beer, 5 for wine and brandy, and 6 a dozen for Champagne: that is to say, £12 per ton, and 6 to 12 shillings a dozen for carrying beer and wines some 400 to 500 miles. The purchasers of goods have no means of sending them up, and trade suffers in consequence; and indeed the question is one which must ultimately affect the shipper at home as well as the consumer, the fact being, as is well known, that every improvement effected in the means of conveyance has the same effect upon the cost of commodities as an improvement in the method by which they are raised or manufactured.

A Committee was formed some weeks ago for the purpose of receiving claims for compensation for by the Mutiny. losses by the mutiny, and of communicating with Government, and since then the Governor General has issued a notice that the Court of Directors having ordered an investigation by the Government of India to be made into the nature and extent of the loss of property occasioned by the mutiny, parties are to present their claims within three months from the date of the notice, or three months later if the parties are out of India ;-the Court reserving to itself the decision whether compensation should be granted or not.

The Andaman Islands were taken possession of, and The Andathe British flag hoisted at Port Blair, on 22nd February, by Captain Mann; and some convicts have been sent thither from this and from the Bombay presidency, who are under the charge of Dr. Walker, the Governor of the new settlement.

We mentioned in our last report the break down Peninsular and of the Alma; and we have now to chronicle the total pany. loss, on 16th February, of the Ava, which took away

from this the Mail of the 9th of February, and a full complement of passengers. The Mails have not been recovered, but the greater part of the treasure on board of her has been. She was lost in making for Trincomalee to land a small amount of treasure for Her Majesty's Navy, and we suppose that the case will undergo a strict investigation at home. The Company have added another vessel, the Nemesia to their fleet on this side; and now that the Alma is at work again, the Mails should reach us rapidly and within contract time, excepting when they are brought on by the Hindostan, or the Bentinck, or the Oriental.

Appendix N. Trade of Ran-

Our Vice-President, Mr. Grant, having been compelled for the benefit of his health to visit Rangoon, took the opportunity of compiling statements of the imports and exports of that port, which we give in the Appendix, and which shew that its trade is rapidly increasing. Rice and Paddy figure as the largest items among the exports, and exhibit the following remarkable increase:-

Exported in	1853.	1854.	1855.	1856.	185
Tons,	3,606	14,344.	23,777.	50,306.	87.09

The following is a comparative statement of the total value of the exports and imports for the following years :--

Total value of Imp	orts,		
1853-54,	1854-55.	1855-56.	1856-57
Rs. 52,23,152.	90,33,653.	1,06,92,024.	1,11,54,252.

Total value of Ex	ports,—		
1853-54.	1854-55.	1855-56.	1856-57
Rs. 25,92,970.	30,02,150.	37,04,487.	53,54,791

The value of the Imports from May 1857 to February 1858 amounts to Rs. 1,08,11,223, and of the Exports for the same period to Rs. 66,52,501.

We append Tabulated Statements of our Exports Appendix O. and Imports, which we hope will prove interesting to and Imports. you. The Export Returns shew a large decrease in the following articles, as compared with the previous year, viz.: Indigo, Sugar, Saltpetre, Wheat, Linseed. Mustard seed, Poppy seed, Silk Piece Goods, Gunny cloths, Gunnies, Hemp, Tallow, Hides, Goat skins, Safflower, Lac Dye, Turmeric, Borax and Tincal, Cassia, Cotton, Castor Oil, Opium, Rum, and Tobacco Leaf; while the following articles shew an increase, viz., Raw silk, Rice, Jute, Horns, Shellac, Cutch, Ginger and Cowries. The Import Returns show a decrease in the following articles as compared with the previous year. viz. Grev. Turkey Red, Orange and Green Yarns, Long Cloths, Cambrics, Jaconets, Mull Mulls, Book Muslins, Lappets, Scarfs, Dhooties, Flannels, Copper Sheathing and Braziers, and Foreign Copper, and Copper Nails, Sheet Lead, Spelter, Beer-Bottles, Paints, Crown Glass, &c.; while the following articles shew an increase : Madapollams, Checks and Spots, Prints, Turkey Red Twills, Woollens, Umbrellas, Iron, Tile Copper, Pig-lead, Shot, Swedish Iron, Tinplates, White and Red Lead, Coals and Salt.

The Imports and Exports of Specie, as compared with the previous year are as follows:of Specie.

Imports, 1857-58, Rs. 7,82,39,919, Exports, Rs. 2,76,23,44 1856-57, ,, 6,67,60,433, 1,14,28,31 1,14,79,486 1,61,95,18

The customs' value of Imports and Exports (exclusive of Treasure) as compared with the previous year is-

Imports, 1857-58, Rs. 7,19,83,244, Exports, Rs. 13,39,25,97 ,, 8,02,41,782, Decrease, Rs. 82,58,538 27,21,94

THE TONNAGE INWARDS IS AS FOLLOWS: 1857-58,..... Ships 1004, 1856-57,..... Ships 990,

The increase is in ships under British colours there being a decrease in American, French, and other foreign tonnage, during the year.

The Codes.

No further movement has been made in the Crimi nal or Civil Procedure Codes which are before a Select Committee of the Legislative Council. Recent events have strongly confirmed the truth of the statement contained in the petition of the Chamber of April 1857,-that we know of no improvement in native officials in the lower Courts, as regards the class from which they are taken, their legal training, or moral fitness, which can now justify entrusting them with powers, for which they are in all respects unfitted, and the abuse of which must tend to add so largely to the risks and difficulties of the Mofussil

commercial body, to depreciate property there, and to discourage most seriously the Commerce of the Presidency.

Lord Palmerston, on the 12th February, submitted to Parliament his Bill for the better Government of India, by transferring from the East India Company Company. to the Crown the Government of Her Majesty's Indian possessions, and in place of the Court of Directors and Board of Control, the Executive, His Lordship proposed, to consist of a Secretary of State for India, with a seat in Parliament, to be assisted in his duties by eight Councillors, to be selected from experienced men, who had resided or served in India a certain time, to be appointed by the Crown, to be capable of holding office eight years, going out of office every two years in pairs, with a salary of £1,000 a year, but to be excluded from Parliament. The patronage exercised by the Court to be transferred to the Council, and that now vested in the Board of Control to be placed at the disposal of the Minister. The Bill passed the second reading by a large majority, when Lord Palmerston resigned, and was succeeded by Lord Derby, the present Prime Minister, whose Chancellor of the Exchequer, Mr. Disraeli, introduced Lord Ellenborough's Bill, for the future Government of India, on the 26th of March, agreeing with the Bill of Lord Palmerston in the fundamental principle of transferring the Government from the Company to the Crown, but differing widely in the details-the Council being by Bill No. 2 enlarged to 18, to be

partly representative and partly elective, -the one half to be nominated by the Crown, and the other half to be elected; with a Secretary of State, assisted by a Vice-President. The Civil Service to be represented by four nominated Members, the fifth to represent the Native Princes, the four members representing the army to be three officers from the three presidencies of a certain service, and a Queen's Officer. The other nine members to be by popular election, four to be returned by Officers who have served a certain time in India, the holders of Indian and Railway stock; the other five to be elected by the Parlia mentary constituencies of London, Liverpool, Manchester, Glasgow and Belfast.

This absurd measure, after having elicited well deserved ridicule from every quarter, has been abandoned, and on the suggestion of Lord John Russell, Mr. Disraeli was to bring in a series of resolutions. We see by the telegram of the 3rd May that Lord Derby was for postponing legislation; but that this was negatived, and that the first resolution, declaring that the Government of India shall be transferred from the East India Company to the Crown, was brought on for discussion, and passed by a large majority of the House of Lords. We shall wait with interest for the rest of the resolutions; although we cannot refrain from expressing our great disappointment that Lord Ellenborough, who has such a complete knowledge of India, should have distinguished himself by this crude measure, and that in the electors picked out His Lordship should have ignored the nonofficial Europeans, Merchants, Indigo Planters and others, who have such a deep interest in the prosperity and good Government of India. We hope that His Lordship, in deciding on this exclusion, did not give any belief to the calumnious charges brought against us by a section of the English community and of the English Press, that we are for the indiscriminate slaughter of the natives, and that we have invented and grossly exaggerated all the stories published at home regarding the mutilations and the other atrocities committed by the rebels. A tragic illusion, which the Saturday Review, of 17th April, the organ of the East India Company says, was first dispelled by Mr. George Campbell, c. s., writing under the name of Judex in the Times, supported by Mr. C. Beadon, who in the despatches to the East India Company stated as "an ascertainable fact that the tales of Sepoy atrocities were groundless." Those who knew any thing of the English community here, excepting Messrs. Campbell and Beadon, must know that we entertain no such blood-thirsty spirit as has been imputed to us; and that to the other charges, against the Sepoys, we fear that the evidence is too strong to justify us in saying that the stories about their cruelty and perfidy are not true. On this sub- Appendix P. ject the Englishman of the 25th instant has an admirable article, which we shall take the liberty of appending to this Report, as embodying our sentiments on this painful question.

The Rebellion.

The Committee have hitherto abstained from expressing their views upon the great struggle, commenc ing with the terrible explosion at Meerut on the 10th of May of last year, and in which we are still engaged,-we fear with the prospect of the contest continuing for many months longer. Many heroes have fallen, to whose memories honor has already been shewn; but there is one individual who has sacrificed his life in the service of his country, we think the commercial community would not be doing justice to themselves were they not to raise some testimonial to his memory,-we mean, the late Mr. Venables, who, until wounded, was in the heat of all the actions which have taken place in the Gorruck pore and Azimghur districts, since this mutiny first broke out, and whose courage, zeal, and success in his fights with the rebels are so well known to you all, that we are sure it is unnecessary for us to do more than to simply recommend the matter for your consideration. The services done by Mr. Venable to the State are gracefully acknowledged by the Governor General in the Government Gazette of 24th April in the following terms:--

"It is with deep regret that His Lordship has to announce the subsequent death of Mr. Venables, of Azimghur, from the wound received by him while gallantly assisting in the pursuit of the rebels under Kooer Sing. Mr. Venables, although bound to the service of the State by no tie, save his courageous and patriotic spirit, had rendered the most valuable assis-

tance to Government, from the commencement of the mutnies, and had been greatly distinguished by his intrepidity and energy, tempered with a singularly calm and sound judgment. The Governor General records, with much sorrow, his sincere respect for the memory of Mr. Venables."

We suggest that a Committee be appointed for Testimonial to collecting subscriptions with the view of erecting a testimonial to Mr. Venables' memory.

We append the statement of the affairs of the Appendix Q. Association for the past Half-year.

Since last Meeting one Member has withdrawn, and Members one has been added to the list of the Members of the Association.

D. MACKINLAY,

CALCUTTA, 29th May, 1858.

President.

REPORT OF THE COMMITTEE.

To the Members of the Bengal Chamber of Commerce.

Your Committee on 30th November last submitted to the General Meeting, held on that date, the usual Half-yearly report to the 31st of October, and we have now to bring before you a statement of the most important of the matters to which our attention has been directed for the quarter ending 31st January.

At the last General Meeting it was mentioned that Price Current. we had then under consideration the publication of a Price Current; and having since requested several members of the Chamber to give us their support, in the way of supplying information, we have pleasure in stating that, with two or three exceptions, our applications have been cordially responded to. On the 9th instant the first number of the Price Current was issued, and we hope to establish for it gradually a large circulation. Of the first number 356 copies were subscribed for; of the second number 770 copies were taken-and it has been intimated to us, from more than one quarter, that parties who at present print circulars of their own will cease doing so, and substitute the Chamber's Price Current, if moderately priced. Until we can see our way more clearly we have fixed the charge, to such as are not members of

the Chamber, at 1 rupee per copy, and 6 annas par copy to such as are members who take twenty-five copies or less, and 4 annas a copy to those who take upwards of twenty-five copies. These prices are merely temporary, and the future charge must be regulated according to what the Price Current will

Tribunal of

As regards the movement made with the view of establishing a Tribunal of Commerce noticed in previous reports, we are informed by Mr. Kilburn, on behalf of the Sub-Committee, that "it is not intended under present circumstances to take any immediate steps with reference to the Tribunal, but the position of affairs may alter, and allow of more active measures."

Commercial Exchange.

At our last General Meeting it was suggested that the formation of a Commercial Exchange would be attended with much benefit to the Mercantile community. In pursuance of the promise then made, through our President, we lost no time in ascertaining the general feeling on the subject, and we have the satisfaction of stating that the movement has been so well received, that 138 have signified their willing. ness to subscribe, -including parties not members of the Chamber: and we have now to propose, that a Special Meeting be held for the enrolment of members —the appointment by them of a Committee of Management, and of a Committee for preparing a code of rules and regulations.

The Protec-

The unprotected state of Akyab was brought to your notice at the last Meeting; and having submitted to the Lieutenant Governor of Bengal the apprehension entertained by the residents there as to the security of life and property, His Honor was pleased to reply, on 7th December, that our request to send down a European force to Akyab had been anticipated. A party of one hundred European sailors with two guns was despatched as soon as possible to Akyab in one of the Government Steamers.

The Government of India was first applied to, but the Governor General regretted that he was unable to comply with our request, "there being no European force available at present for employment at Akyab," adding "that the local authorities had not expressed any apprehension of the chance of an outbreak."

As to the Licensed Pilot System we have had no The License further communication with Government; nor re-tom, and the garding the Marine Registry Office, whose extinction try Office, or existence will depend upon how the department is to be dealt with in the Merchant Seamen's Bill now before the Legislative Council.

The boundary of the Port, which was fixed by Extension of a Government notification of 1st July 1856 at Haut of the Port.

kolah Ghât, having been found to be inconvenient, a Meeting was arranged by us with the Agents of the Insurance Offices here at which it was decided. that the Canal being a well defined and better boundary, application should be made to Government to have the limits of the Port of Calcutta in that direction extended to the Canal at Chitpore, and to a corresponding point on the opposite side of the river.

A letter was addressed to the Lieutenant Governord Bengal on 13th November, which was acknowledged by him on 7th December, when requesting "that the Chamber will be so good as to state what are the advantages which they expect to derive from the altention proposed." In reply we stated on 14th December that the alteration of the present limit of the port was recommended by us "because in the ordinary cours of business insurance covers the risk of lighterage within the limits of the Port only, and in cases of los beyond those limits, but within the limits of the town disputes have frequently arisen. The local insurance, offices accept risks within the limits proposed when they are notified beforehand, but this previous concurrence on the part of underwriters cannot be obtained in the case of insurance effected in Europe and it would be a great advantage both to under writers and merchants, to avoid the elements of dispute and litigation which have been found to arise, from the officially declared limits of the port not embracing the whole river frontage of the town, and excluding a portion from which a very extensive shipping business is carried on."

This matter is still under the consideration of the Lieutenant Governor, from whom no further comminication has been received.

We mentioned in our last report that we had brought under the notice of Government the serzure of hackeries by Government servants. On the 19th December a communication, in reply, was re-

ceived from the Lieutenant Governor, handing copy of a letter from Mr. Wauchope, the Commissioner of Police, dated 9th December, stating that he (Mr. Wauchope) had been requested by the Commissariat Department in the afternoon of 18th November, suddenly, to provide forty hackeries for Her Majesty's 29th Regiment, which had been ordered to march that day to Barrackpore at 5 P. M.; as the Commissariat said that not one hackery, without being impressed, was procurable. The hackeries so required were secured by the police, including those of Messrs. Larpent, Saunders and Co., to whom the object of their being impressed was not explained at the time; and the Government of Bengal suggested to the Government of India, in the course of the correspondence "that all inconvenience from this cause would be avoided if the Commissariat Department were authorized to keep up a sufficient number of carts to meet any emergent call, and were required to give reasonable notice of their requirements to the civil authorities in ordinary cases. There are now 2,000 carts at Raneegunge unemployed, but receiving daily pay-some of these could be placed at the disposal of the Commissariat if needed."

On the 16th of last month a bill was introduced Bill for the into the Legislative Council to authorize the impressment of artizans and laborers for the erection of buildings for European Troops in India, and to authorize the officer appointed under the Act to impress carts, bullocks or other animals for the same object.

Seizure of Hackeries by Government Servants

It was subsequently explained by Government the this Act was not to be extended to Calcutta at present The necessity of the measure is grounded on the great want of barrack accommodation at Benara Ghazeepore, Mirzapore and Allahabad, where seven thousand troops will require to be provided shelts: from the next hot weather and rains.

It may not be out of place here to notice that week later Mr. Peacock moved the first reading of bill to authorize the confiscation of, or the imposition of fines on, villages and other places, for offences committed by the inhabitants, and in explaining the term of the bill, Mr. Peacock made use of the following words, which have been cordially approved of by the European community: "where any European was murdered or subjected to personal violence in any village or district, and it was not proved that the inhabitants of the village or district had used all the means in their power for the prevention of the offene or for the apprehension of the offender, the bill provided that the whole village or district should be subjected to a fine. It appeared to him that it ought to be made known throughout the length and breadth of this land, that the murder of an European was an offence which never could be forgiven or forgotten and that if any European was murdered or subjected to great personal violence, the inhabitants of the place where the outrage was committed should be held responsible if the offender were not delivered

We have as yet no official information on the sub- Import and Expert Duties iect of Import and Export duties, but we understand that there is to be no alteration for another year in the table of fixed valuations, for the levying of duty on Imports and Exports. We hope that when the tariff comes next to be considered, Government will be in a position to give effect to the repeated suggestions of the Chamber, regarding the equalization of duties on British and Foreign merchandise, the abolition of Export duties, and the removal from the tariff of several articles producing but a very insignificant revenue.

In consequence of the complaints recently made of Statement of the inutility of the monthly statement of sales and Stocks. stocks compiled by the Secretary for some time past, we resolved, as the returns were so imperfectly and partially given, on discontinuing the same; and no statement will be issued in future.

We suggested to the Board of Revenue an extension storage of the accommodation for the storage of imported Salt in consequence of the inconvenience and delay experienced by ships in discharging their cargoes, and our application resulted in a notice from the Board, that in modification of the rules for Bonding Salt, "in settling for duty on the clearance of salt bonded in private warehouses, a deduction will be allowed on account of wastage at a rate not exceeding two and half per cent. upon the quantity delivered over the ship's side,-provided, however, that if the Collector of Customs have reason to believe that any portion of the

salt has been clandestinely or fraudulently removed he will be at liberty to levy duty on the enting quantity so delivered."

the E. I. Co.'s

We addressed the acting Secretary of Marine in November last, expressing a hope that arrangement if possible, should be made for making known to the public and to the Post Master General, the data of the departure of the Steamers of Her Majesty's and of the East India Company's Navies, with the view of having mails made up for the ports of the destination. Captain Howe answered that he should be most happy to meet our wishes as far as mightly in his power-and you may have seen from the r cent Post Office notices that this has been attended

Mortality of Coolies ship-ned to the

In our last report we noticed a communication received from Dr. Mouat, regarding the excessive mortality of coolies in their passage from hence to the West Indies last year, calling attention specially to the influence of cargo (rice, sugar and jute) of health. The general impression upon this point seem to be, that new and fresh manufactured or soft sugar is prejudicial to health, but that rice or jute as cargo is not. In one of the communications received by us the opinion is expressed that "although the exhalt tions from such cargoes as are above mentioned may not alone be sufficient seriously to deteriorate health yet that when other causes, of probably an atmos pheric or meteorological nature, act in combination therewith, a great amount of mortality may be

possibly produced especially among emigrants who may have embarked, carrying within themselves the idiosyncracy of disease," and the same party concludes "by hoping that there is no intention on the part of Government by this movement to impose any further addition to the heavy pecuniary outlay for fittings and provisionings of vessels for the reception of emigrants, and which during the last few years has been constantly increasing."

Dr. Mouat, since his return from the Andaman The Anda-Islands, on 15th January last, addressed a very interesting letter to our Secretary, stating that the subject of wrecks being of great public interest and importance, it had occupied much of the attention of the late expedition thither. It is supposed by Dr. Mouat that the greater number of the wrecks that occur must be on the West Coast during the South West monsoon, where they must be rapidly broken up by the violence of the surf on the reefs. The expedition saw nothing of the hulls of the vessels known to have been lost there. Here and there fragments were discovered, and Dr. Mouat has sent some pieces of plank and a bar of iron picked up on the occasion, which are upon the table before you. He is of opinion that no effectual search can be made but by armed parties in boats. The inhabitants of the island are every where hostile, the arrows they use are not poisoned, and are innocuous at a distance of forty yards. No evidence was found of their being cannibals. It is understood that Government has decided on making the Andamans a penal settlement.

Appendix R. The Mutlah.

On the 21st October we addressed a letter to the Bengal Government regarding the new town on the Mutlah, wishing to know the progress made in lay. ing out the town-the number of ships that had visited the place-the cargoes they brought and took away, and for a return of the accidents to shipping since the port was opened; Government referred to Mr. Leonard, the Superintendent of the town and port, for the information required, and on the 9th November last a copy of his report was forwarded to us. In it Mr. Leonard states that several thousand biggahs of jungle had been cut down, that a plan of the proposed town had been prepared, that merchants' lots on the Mutlah front had been staked out, two tanks dug, and some temporary Salt Golahs erected. Nine vessels entered the Mutlah between December 1856 and November 1857. Seven of these were loaded with rice; the eighth, the William Parker, came up the Mutlah leaky, and was lost in coming round to Calcutta for repairs; the ninth left in ballast. Some of the seven ships loaded are said to have struck coming up the river, or going down, but no serious damage was done. We applied to the parties most interested in the progress of this new port, and we have received a very interesting communication, of a later date than Mr. Leonard's report, from Messrs. Schoene, Kilburn and Co., which will be published with our report, and to which we refer. We observe

that a Mutlah Association has been formed having for its object "to promote the progress of the Mutlah as an auxiliary Port," and through this Association we shall be able to give you very full and satisfactory information in future.

New Postal arrangements for the transmission of overland the Overland Mails have recently been made at home. The dates for the departure of the Mails are the 4th and 20th of the month by Southampton, and the 9th and 25th by Marseilles for Calcutta; and on the 2nd and 18th of each month for Bombay; the intention being to give Calcutta a weekly communication—and in addition to the above there is the Australian Mail made up on the 12th of each month.

The first Mail under this new arrangement was that of 2nd January to Bombay—our letters by which did not reach us for several days *after* we had received those by our later direct Mail of 9th January.

Until the dâk to and from Bombay can be accelerated, which we hope will be the case soon, we shall not derive much benefit from this weekly Mail. We addressed the Director General of the Post Offices in India in the matter, and with reference to the 2nd January Mail above alluded to, he mentions that "it was conveyed by runners by Hyderabad in Deccan and up the Madras Coast. The Jubbulpore and Sumbulpore roads were both closed. I trust that shortly the arrangements for the conveyance of the

Mails from Bombay will be satisfactory. The chief difficulty is the great scarcity of horses."

The gentleman in London who furnishes the Commercial intelligence for the Chamber has evidently not rightly understood how to take advantage of the new arrangement. He sent no report by the 2nd or 18th January Mails to Bombay, and he addressed his report of 9th January to Bombay for which place no Mail was made up where it was only received with the 18th January Mail. Our Secretary has written to him how to proceed in future, and as there is no Marseilles Mail made up for Bombay on the 9th and 25th in London, we have asked Mr. Lane, through whom these reports are furnished, to forward them to the Chamber of Commerce of Madras who will take the trouble to send them on to Calcutta by telegraph as soon as the Steamer reaches there.

The Electric Telegraph to

The Electric Telegraph along the coast to Madras was opened early in January, but no private messages are allowed to be transmitted by it. On the 30th ultimo our Secretary wrote to the Secretary to the Government of India, requesting to know when the line was likely to be opened to the public, but we have not yet received any answer.

Departure of

Our attention has been directed to the expediency of having the departure of the mail from this delayed for two or three days later than it leaves at present. On an average, our correspondents at home receive their letters from this 10 to 14 days before their next outward mail leaves; while on several occasions we have had barely time to acknowledge letters from England by the outgoing mail. On 30th December we addressed the London Post Master General, referring to a table of the arrivals and departures of the mails here and at home for some time past, and suggesting that when the Railway through Egypt is completed, the mails here may be detained three days later than at present.

We addressed the Governor General in Council of its date with a copy of the above letter, and expressed a hope that as the detention of the Steamer would be a convenience to the Government, His Lordship would give his support to our application.

On 8th instant a reply to this letter was received, intimating that the President in Council will comply with our request.

We alluded in our last report to a letter which we The Peninsuhad addressed to the Lords of the Admiralty, against tal Company. giving a weekly postal communication, if one was established between England and this country, to the P. and O. Company. The Lords of the Admiralty on 22nd December replied "that the additional service at one time contemplated for the Indian Ports was found to involve an expenditure greater than would have been justified, and has therefore been abandoned for the present, but such a modification of the existing contract for the service to Bombay and Calcutta has been made as will practically secure to India a weekly postal communication, the details of which have been already advertised by the Post Office."

The modification of the existing contract here referred to means the new postal arrangements already adverted to. A weekly postal communication will not be practically secured to us on this side of India until the daks are accelerated. The Post Office advertised a mail to close yesterday, two days after our own steamers left, for the steamer that is to leave Bombay on 9th proximo.

We forwarded a copy of our letter to the Lords of the Admiralty to Mr. Dickinson, the Secretary of the India Reform Society, who entirely agrees with us in the subject of our representation, and promises to assist us if he can in preventing any extension of the present mischievous monopoly of the P. and 0. Company.

The Alma Steamer, with the Mails from this of 22nd November, broke her shaft after leaving Ceylon, and the passengers and mails from England intended for her were brought on together with the mail of 26th December, and a double complement of passengers, by the Nubia. The delay of the mails at this busy season of the year, when commercial affairs at home were so much out of joint, occasioned great inconvenience to the mercantile community here; and the large body of passengers who came on in the Nubia have been loud in the expression of the discomforts experienced by them throughout the entire voyage. The Candia, the fastest boat now on the Suez line, brought us the mail of 4th January from South ampton in 40 days.

The Eastern Bengal Railway, we are informed by The Eastern Mr. Berners, the Secretary, has obtained the usual way. Government guarantee of 5 per cent. and its Act of Incorporation on 22nd August last. The mutinies and the state of the money market are said to have prevented any progress being made in taking the working survey this cold season, but Mr. Berners adds that he believes a call will shortly be made, and that steps will be taken the ensuing cold season

for carrying out the railway.

Co., the Agents here, a letter to them, dated 24th and December last, from the Secretary of the Calcutta way. and South Eastern Railway Company, handing a communication to him from the Court of Directors, in whih it is declined by the latter "to consider the payment of a call of any less amount than 25 per cent. of the capital required for the line to the Mutlah as evidence of the ability of the Railway Company to carry out the undertaking. But they will not object to the enlargement of the period of payment from the 19th February to the 19th March next"-and the Secretary of the Company adds:-"The correspondence had for the present been brought to a close, and the Directors flatter themselves that the condition imposed upon this Company by the Government will be considered by the Shareholders fair and equitable. No exertions on the

part of the Directors will be wanting to secure the speedy construction of the line to the Mutlah, and

We have received, through Messrs, Mackey and The Mutlah

they rely with confidence on the continued support of the Chamber in their endeavours to carry out so important an undertaking."

As a Mercantile Association we cannot but feel the liveliest interest in the success of this as well as of every similar undertaking calculated to facilitate the conveyance of, and to increase, the wealth and the commerce of the country; and as the rise and progress of the new Port of the Mutlah must so much depend upon having a road for traffic opened up to it, we must all wish anxiously for the commencement and the speedy accomplishment of the Calcutta and Mutlah Railway.

The East Indian Railway.

In our last report we mentioned that Mr. Palmer, the Agent of the East Indian Railway Company, had promised to furnish us with the latest information as to the progress of the line and the working of the portion of it open for traffic, and on the 5th December, we received very full and valuable statistics in the matter from him, consisting of the Report of Mr. Turnbull, the Chief Engineer of the line:-Revenue account of the experimental line to Rancegunge for two years to 30th June 1857-Memo. of Goods Traffic during August, September and October 1856 and 1857—Classification of goods and minerals for the year, and analysis of the cost of goods and passenger traffic for the half year to 31st December 1856. From these documents we gather the following interesting facts; viz. that on the line to Raneegunge the number of miles run for the year to 30th June 1857, was 3,71,941 miles, the number of pas-

sengers conveyed 10,28,537. That the cost of the permanent ways and works for the half year has been reduced to $6\frac{1}{4}d$. from $10\frac{1}{4}d$., the cost of the previous half year. That in the half year to 30th June last the number of passengers carried was 5.48.547, of whom 6,770 were first class, 26,424 second class, and 5,15,353 third class. The tonnage in goods and minerals for the same period, excluding parcels, carriages, and live stock, 18,39,849 mds., of which 3,42,688 mds. were upwards, and 14,97,661 downwards, or both ways an average of 3,06,641 mds, per month. The traffic receipts are for the half year £63,459, while the working expenses have been reduced to £36.72 per cent. from £40.98, the cost of the previous half year. The net Revenue for the half years ending 30th June 1855, 1856 and 1857 were £10,631, £27,791, and £40,215 respectively.

Mr. Turnbull estimates that the cost of the works of the line from the Burdwan junction to the river Kurrumnassa will be 3,65,08,047, or an average of 87,654 per mile, and adding thereto expense of stations, &c., at 12,000 a mile; fencing at 200 a mile; the river Soane Bridge 25,00,000; and iron works of other Bridges 3,58,000; there is brought out a grand total, for the works and stations, of these 416½ miles, of Rs. 4,51,97,380. The mutiny has interfered with the progress of the works; Mr. Sibley who has charge of the construction of 45 miles in South Beerbhoom says, that the line throughout that district should be open for traffic by the end of 1859;

331 miles North Beerbhoom, under contract to Messrs. Smith and Atkinson is not progressing satisfactorily; 100_s^1 miles from Pugla Nuddy to Kolgong now in the hands of the Company's Engineers, progress there has been very slow. Monghyr district from Kolgong to Powee Bund 741 miles progress unsatisfactory; works stopped for some time, in consequence of the distracted state of the country : and this portion, as well as other sections of the line is likely to fall into the hands of the Engineers of the Company. On the line passing through the Patna district, 841 miles, it is said, in consequence of disputes with the contractors, the amount of work has been less than it would have been under more favorable circumstances. This piece too has been taken up by the Company's Engineers who with the inspectors, owing to the disturbed state of the country, took refuge at the Stations of Patna, &c. On the line through the Soane district $78\frac{1}{2}$ miles, through Arrah to the river Kurrumnassa, good progress was made until the mutiny broke out at Dinapore on 25th July. The sepoys then burnt, destroyed, and plundered all that they could lay their hands on, on the line on both sides of the river, and the loss of plant and materials is reported to be very heavy.

It is not stated when any portion of the line above Bheerbhoom is likely to be finished, but this, as Mr. Turnbull states, " must be dependent on the time when a pacification of the country can be effected, and confidence can be restored."

We learn that the line from Allahabad will be open all the way to Cawnpore in May or June next.

It was suggested to us that it would be useful to Report of have a record of cases of a commercial character Small Cause decided in the Small Cause Court, and we applied to the Clerk of the Court in the matter, but he answers that he cannot give the information necessary to prepare a digest of cases by the Judges, as it is not the practice to record either the evidence or the legal grounds upon which cases are decided. We shall hereafter collect the reports of cases as they appear in the newspapers, including Supreme Court decisions on commercial points of interest.

There has been no further publication since Statements January 1857 of Statements of the Indian Revenue Revenue and and Charges, including a statement of the Cash Balances in the Indian Treasuries, -in terms of the Governor General's .promise to us in September. 1856.

In consequence of the order of Government for The Custom the stoppage of public works, the Custom House sheds, which, as noticed in our last report, were by superior authority not considered to be so essentially necessary that an exception should be made in their favor, remain in statu quo; and we must remark that the conduct of "superior authority" in this matter deserves the strongest condemnation. In our correspondence about these sheds we, as early as 1853. pointed out to the Government that they were urgently required "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." We believe that the cost according to the estimate first submitted was to be $40\ to\ 50,\!000$ Rs. The value of the imports of this port according to the commercial annual was for the year ending 30th April 1857 nearly 15 crores of Rupees and the value of the Exports Rs. 141 crores, or together $29\frac{1}{2}$ crores—yet the expenditure of a sum of 40 to 50,000 rupees, being equal to $\frac{1}{4}$ per cent. on the value of the trade of the Port for one year, is considered "by superior authority" to be too much to be laid out on sheds for the protection of our goods from damage in the course of landing and of ship ment; a sum not much more than is expended, we observe, by a Lieutenant Governor in a pleasure trip to Darjeeling, and not a fourth of the money laid out in the building of new barges seldom used for a Governor General, and a Lieutenant Governor, since we began agitating this question with the Government in 1853.

The Secretary to the Theobald Deputation Committee, in a letter recently received, solicited the support of the Chamber in the movement about to be made, through Mr. Theobald in England, to bring the subject of compensation, claimed from the Government by the sufferers from the mutiny, before Parliament. We replied that we quite approved of the movement, and it remains for the Chamber to decide whether any special expression of their views upon the question of compensation is necessary.

It is a matter of congratulation that the Commercial crisis which swept over America, England, one of its re-Hamburg and some other Continental places lately, is considered to be over, and that the mercantile community of this Port has upon the whole escaped the disastrous consequences of it so well. One of the results of this crisis is an understanding by some of the Banks and Mercantile firms in London, connected with the East India and China trade, to reduce the usance of Bills of Exchange from six to four months, and your Committee (with one exception) think favourably of the proposed change. The Oriental Bank has already intimated to its constituents that as soon as arrangements can be made, four months' sight will be the extreme term for its drafts in India, Ceylon, China, and Singapore; and that from and after the 30th of June next, the purchase of mercantile bills by it will in like manner be restricted to Bills of the same term. The Branch of the Oriental here, after the departure of the first Mail in March, will not issue drafts at a longer term than four months' sight.

The Petition to Parliament noticed in our last Petition to report, for the removal of the Government of this the abolition country from the East India Company and substitut- dia Company. ing in its place the direct Government of Her Majesty, with an open Legislative Council suitable to the requirements of the country and compatible with British supremacy &c., has been presented to Parliament, and the subject has undergone, and is still

Compensation for losses by the Mutinics.

undergoing, a keen discussion in the English journals. Lord Palmerston has intimated to the Court of Directors that he intends bringing in a bill, as soon as Parliament met, carrying out the first portion of the prayer of the petition, by putting an end to the double Government, and by placing this country under the direct control of the Crown. Lord Palmerston was to divulge the terms of his measure when Parliament met on the 3rd of this month; and it is unnecessary forus to remark that the adventurers, as we are called, who certainly owe no allegiance to the East India Company, are greatly pleased at the prospect of a termination being put to its reign.

CALCUTTA, 26th February 1858. D. MACKINLAY,

President.

APPENDIX A.

Marine Registry Office.

Bengal Chamber of Commerce, Calcutta, 27th March, 1858.

A. R. YOUNG, Esq., Secretary to the Government of Bengal.

Sin,—With reference to the complaints contained in previous correspondence relative to the Marine Registry Office, I am instructed by the Committee of the Chamber of Commerce to forward, for submission to His Honor the Licutenant Governor, copy of a letter addressed to them by the Commander of the Serew Steam Ship Undanated.

I have the honor to be, &c.,

H. W. I. WOOD, Secretary.

S. S. "Undaunted," Kedgeree,

March 21st. 1858.

To

THE COMMITTEE OF THE CHAMBER OF COMMERCE,

GENTLEMEN,—I wish to bring before your notice the manner in which I have been victimized by the Head of a Department calling himself a Registrar of Seamen or Shipping Master at Calcutta.

I was informed by my Agents, Messrs. Gordon, Stuart and Co., that 'Captain Smith, who holds the above appointment, would procure for me an

efficient Native Crew to navigate this ship under my Command to England. I was further informed by other Commanders that a spur to his exertions would be required in the shape of a couple of Gold Moliurs as a fee. Wishing to interest himself strongly in procuring my Crew, I sent him fifty rupees, receiving his assurance, that provided I would pay rupces twenty per man all round, that I should have a Crew composed entirely of Lascar Scamen without any proportion of Dandywallahs or Coolies. I attended at his Office, ostensibly to see the Crew mustered and sign Articles; I requested they might be sent on board on the evening of the 16th instant, and was assured that all should be there. On the 17th I steamed down to Garden Reach, and during that night the so-called Lascars came on board by instalments; the next day I mustered the Crew and found the Scrang absent; that I had only 23 who even called themselves Lascars or professed to be able to do duty aloft, all the rest being Dandies or Coolies: I am an old Country Officer myself and I never recollect in the worst of times getting such a Crew, even when we paid no more than nine or ten rupees per month; even the Tindals, who are very good men, cry shame upon what they term the Belattee Ghaut Serang.

As a further proof of the extortion practised by the people employed under this individual before named, I enclose you a copy of a Bill in which I am charged sixty rupces a month for a Serang and thirty rupces for Battee-wallahs, which however I declined to pay in Captain Smith's presence and they accepted little more than half. I leare you to judge, Gentlemen, whether this is the way a Commander of a ship arriving in Calentta ought to be treated by an Officer appointed by the Indian Government to protect the interest of both Owners and Seamen; not content with charging 10 per cent increase of both Owners and Seamen; not content with charging 10 per cent increase amounts for force and six thousand rupces, I am informed by the men that they have not received in most instances more than ten or twelver unpess a month. Fortunately for me, I have forty Europeans on board, all told, I can therefore proceed with confidence to see, but had it been otherwise a ship with a most valuable cargo, 24 Passengers, and 150 sick and wounded most of Her Majesty's Troops, would have been detained in the River until a proper Cere could be procured.

I am.

Gentlemen.

Your obedient Servant,
W. HALES FRANKLYN,
Commanding S. S. "Undaunted."

No. 646.

FROM

THE JUNIOR SECRETARY TO THE GOVERNMENT OF
BENGAL

To

THE ACTING SUPERINTENDENT OF MARINE.

Dated, Fort William, the 3rd April, 1858.

Sin.—I am directed to transmit to you the accompanying copy of a letter, dated the 27th ultime, from the Secretary to the Bongal Chamber of Commerce and of its enclosure, relative to a complaint preferred by the Commerce of the Serew Steam Ship Undaunted against the present Acting Registers of Merchant Scamen, and to request that you will make a prompt, searching, and vigorous investigation into the

matter, and report the result for the orders of the Lieutenant Governor.

I have, &c.,

(Signed) C. T. BUCKLAND, Junior Secy. to the Govt. of Bengal.

No. 647.

Copy forwarded to the Secretary, Bengal Chamber of Commerce, in reply to his letter, dated the 27th ultimo.

C. T. BUCKLAND.

Junior Secy. to the Govt. of Bengal.

The 3rd April 1858.

Bengal Chamber of Commerce, Calcutta, 31st March, 1858.

CAPTAIN C. R. SMITH.

Offg. Registrar of Merchant Scamen,

CALCUTTA.

Sin,—I am directed by the Committee of the Chamber of Commerce to forward to you the accompanying copy of a letter, dated 21st instant,

addressed to them by the Commander of the Screw Steam Ship

I am, &c.,

H. W. I. WOOD. Secretary.

No. 55.

H. W. I. WOOD, Eso.

Secy., Bengal Chamber of Commerce.

Dated Calcutta, 3rd April, 1858.

Sin,-I beg to acknowledge receipt of your letter of the 31st ultimo with annexure, and have to state that I decline to reply to it at present, having been given to understand that you have made a communication on the subject to Government.

I have the honor to be,

Sir.

Your most obedient Servant,

REGISTER OFFICE OF MERCHANT SEAMEN.

C. R. SMITH. Offg. Registrar.

No. 2838.

H. W. I. WOOD, Esq., Secretary to the Bengal Chamber of Commerce.

Sin,-Your letter to the address of the Secretary to the Government of Bengal, dated the 27th ultimo, forwarding copy of one addressed to the Committee of the Chamber of Commerce by the Commander of the Steam

Ship Undaunted, having been sent to me for enquiry and report, I have "I was further informed by other Commanders that a spur to his exertions would be required in the shape of a couple of gold mohurs as a fee; wishing to interest himself strongly in procuring my crow I sent him fifty Rupees." the honor to request, with reference to the extract of Captain Franklyn's letter

marginally quoted, that you will have the goodness to move the Chamber to obtain, if procurable, proof from any houses of agency of the Registrar of Scamen having received any fee from

them either as an incentive or reward for the performance of his official

This is the first instance of the kind that has been brought forward, and if others have occurred, proof must be procurable, and I need not, I trust, assure the Chamber of my desire to do all in my power to put down a practice so opposed to the wishes and intentions of Government.

I have the honor to be,

Your most obedient Servant.

H. HOWE.

Acting Superintendent of Marine.

FORT WILLIAM. MARINE SUPERINTENDENT'S OFFICE The 8th April 1858.

> BENGAL CHAMBER OF COMMERCE, Calcutta, 19th April, 1858.

H. HOWE, Eso.,

Secretary to the Superintendent of Marine,

FORT WILLIAM.

SIR.-I am directed to acknowledge the receipt of your letter, No. 2838. of the 8th instant, on the subject of the alleged payment of fees to the Registrar of Seamen, and to furnish you with the annexed results of a reference of the question to the Members of the Chamber.

I have the honor to be, &c.,

H. W. I. WOOD. Secretary.

The Registrar of Seamen has never received from us any gratuity whatsoever, nor are we cognizant of any such fee as Captain Franklyn

makes allusion to having been paid by the Commander of any Vossel consigned to us.

GLADSTONE, WYLLIE & Co.

16th April 1858.

We have to make the same remarks as Messrs Gladstone, Wyllie & Co. LEACH, RAWSON & Co. KELLY & Co. CROOKE, GREY & Co. SAMULE SMITH, SONS & Co. GILLANDERS, ARBUTHNOT & Co. | MACKEY & Co. GEORGE HENDERSON & Co. Pre Pro. HENDERSON, WALLACE & Co. P. CUMINE.

PEARCE, MACRAE & Co. LIVINGSTON, WITHERS & Co. LYALL, RENNIE & Co. ALLAN, DEFFELL & Co. WILLIAMSON BROTHERS & Co.

We have never been called upon to make any payments such as Captain Franklyn refers to.

> COLVIN, COWIE & Co. SHAND, FAIRLIE & Co.

We cannot see that we ever directly paid any, but it may have been paid by the Captains or their Banians, to whom reference should be made.

GRIFFITHS, CURTIS & Co.

We have never had to make any payment. SCHOENE, KILBURN & Co. G. PEHMOLLER & Co. ROBERT AND CHARRIOL. JAMES HENDERSON & Co.

HOARE, MILLER & Co. JAMES CHURCH, Jr. & Co. PENNINGTON & Co. MACKILLOP, STEWART & Co. Per Pro. GOUGER, JENKINS & Co. J. COCKSHOTT.

We know of no instance.

MALCOLM & Co.

DURRSCHMIDT, GROB, SAND & Co. C. FORRESTER. WHITNEY AND YOUNG, KALIDAS AND RAJENDER DUTT.

We are not aware of any case of this nature.

POTTER AND Co. R. G. GHOSE.

We have never as yet met with any difficulty in obtaining the Seamen remired for any vessels consigned to our care, nor have we ever allowed any gratuity to facilitate the shipment of same.

> Per Pro. W. R. PATERSON AND Co. W. R. PATERSON, JR. T. E. CARTER. LANGLOIS AND CO.

We have no information before us, and we are unable to offer any opinion on the subject in question.

JARDINE, SKINNER AND Co.

We have heard and know that the office of Registrar of Scamen is utterly useless, and the cause of great annoyance to Ship Masters, but we cannot ourselves bring any charge against the officials therein for receiving bribes.

> Per Pro. CARLISLES, NEPHEWS AND Co. R. MAIN. FOSTER, ROGERS AND Co.

I know nothing of any gratuities or bribes, but have to complain that the Registrar is in the habit of granting tickets and shipping men upon certificates given them by the very boarding-house runners and crimps who have persuaded them to desert. I have three such certificates in my possession.

JOHN E. AMORY.

Any transaction of the nature alluded to must be one between Masters of Vessels and the Registrar of Merchant Seamen. We cannot, by the disbursement account of any ship to us consigned, offer the least explanation or prove that such has been the case.

> · TURNER, CADOGAN AND Co. ROBINSON, BALFOUR AND Co.

We pay the Registrar two gold mohurs for witnessing Scamen's signatures to articles on board the Steamer instead of at his office, each time the Steamers clear for sea.

> MACKINNON, MACKENZIE AND Co., Agents, Calcutta and Burmah S. N. Co., Limited.

The P. and O. Company pay the Registrar two gold molurs each time he comes to witness the signatures of the men on board their ships.

> THOS. H. TRONSON, Superintendent P. and O. Company,

We cannot find that we have ever paid any thing to the Registrar of Scamen for witnessing Scamen's signatures to articles.

SMITH, FARIE AND CO.

H. W. I. WOOD, Eso. Calcutta, 19th April, 1858.

Secretary to the Chamber of Commerce.

Dhar Sir.—Inadvertence to your Circular referring to the Marine Registry Office and the case of the Undawnted Steamer, I beg to say I can afford no proof of illicit fees having been paid to any of the employés in that office in any specific instance, yet it has been frequently remarked by masters of vessels consigned to me that business cannot be got through there without submitting to extortion, more especially when they have to engage Asiatic seamen. I imagine it would not be very casy for an Agent to adduce proof this kind that would be deemed satisfactory, because, if made, the payment passes and is confined between the giver and receiver only, the first being a bird of passage here one week and away the noxf, and whose pieze dirict therefore is all that an Agent can certify to; but this certainly would not be considered in the light of oridines.

If not irrelevant to the above enquiry, I beg to observe there is also another common remark among ship masters, for which from its frequency, I fear, there must be some foundation. It is, that native Scamen on their arrival at this Port have repeatedly complained to them that their families have only received as mull portion of their monthly allowances, which under the head of family allotments are so punctually and stringently exacted under the Regulations from Agents of ships for the sole ostensible benefit of such families. Yet there are no people that insist with more pertinacity on the prolongation of such periodical payments than the employes in this Registry Office. In this immeduate establishment, morality and philanthropy appear to rule supremely, and exercise a powerful influence over the minds of its whole staff of officials, the stereotyped plea for the other contributions being the highly laudable one of "preserving the virtues of the wives of absent Scamen by preventing them from becoming prostitutes," considerations which do not appear to have

their due weight among mercenary and matter of fact Ship Owners or Masters. There is, however, one point of law the Registrar recognises and insits upon, which, I apprehend, would not stand a severe scrutiny, but which ought at once to be properly defined one way or the other. It is the right of this functionary to insist upon a family allotment engagement long made even after a master, to avoid the nuisance of having his accounts with his Agents here kept open sine die, has carefully excluded every family man from his selected erew. This has been the source of frequent alterestion that we know of, with its consequent detention to business, and rather than submit to the Registrar's dictum, I have known of Captains falling back upon a European Crew.

I have hazarded above no allegations but what could be easily substantiated were any of the ship masters to which they refer now present in this Port, which they are not, but this might easily be done hereafter.

After all, I fear, it is but a wasto of time to comment upon an office which is never spoken of but as a "disprace to the Tort, and a curse to the shipping interest." Seeing that some two years ago nearly every Firm came forward and exposed through the Chamber its many evils, and although their protest against it was unanimous and the Press has repeatedly endorsed their verdict, yet the authorities, (with the fullest information of its vices) have determinedly upheld this seandalous obstruction to business to be as it were, a thorn in the side of Commerce. We must accord to Captain Howe our thanks, however, for his praise-worthy desire to do his duty fairly towards the Shipping interest to the length of his authority.

Nothing can be expected to result from the present agitation except the possible dismissal of the Acting Registrar, if Captain Franklyn's depositions be admitted, but which can result in no permanent relief, if at all. What is needed, is the entire suppression of this office, and not a change of men.

Yours faithfully,

E. M. COWELL.

APPENDIX B

Merchant Seamen's Bill.

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL

THE SECRETARY TO THE BENGAL CHAMBER OF

COMMERCE

Dated, Fort William, the 6th November, 1857. Sir,-I am directed to transmit the accompanying printed copy of a Bill (with annexure) for the amendment of the law relating to Merchant Scamen, and to request that the Chamber of Commerce will be so good as to favor the Lieutenant Governor with any remarks or suggestions that they may wish to offer on the provisions of the Bill.

I have the honor to be, &c.,

C. T. BUCKLAND, Junior Secretary to the Government of Bengal.

FROM

THE JUNIOR SECRETARY TO THE GOVERNMENT OF

THE SECRETARY TO THE BENGAL CHAMBER OF

No. 614.

COMMERCE Dated, Fort William, the 27th March, 1858.

 $\mathbf{Sie},\mathbf{-I}$ am directed to draw the attention of the Chamber of Commerce to my letter, No. 438, dated the 6th November last, and to enquire when the Lieutenant Governor may expect to be favored with a reply.

I have the honor to be, &c., C. T. BUCKLAND, Junior Secretary to the Government of Bengal. BENGAL CHAMBER OF COMMERCE. Calcutta, 31st March, 1858.

C. T. BUCKLAND, Eso., Junior Secretary to the Government of Bengal.

SIR,-I am instructed by the Committee of the Chamber of Commerce to state in reply to your letter, No. 614 of the 27th instant, that they deferred the further acknowledgment of your previous communication of 6th November on the subject of the Merchant Seamen's Bill till they were better prepared to do so. They have been anxiously waiting for an answer to a reference made by them to the Owner of the Janet Mitchell-in the case which appears in the annexure to the Bill: that answer was received by the Committee only this morning; and as soon as they have had an opportunity of fully considering the reply, the Committee will instruct me to convey to you the expression of their opinion upon the Bill in question.

I have the honor to be, &c.,

H. W. T. WOOD. Secretary

BENGAL CHAMBER OF COMMERCE. Calcutta, 26th May, 1858.

A. R. YOUNG, Esq., Secretary to the Government of Bengal.

Sir,-I am directed by the Committee of the Chamber to make the following remarks with reference to the Merchant Scamen's Bill, now before the Legislative Council.

.The present Act has been framed in accordance with the opinion given by Mr Ritchie on 20th July 1857, who advised the Government to extend to this country under Section CCLXXXVIII. of the English Merchant Seamen's Act of 1854, the third part of that Act, relating to Masters and Seamen, so as to place ships registered in India, in the same position as to the qualification and duties of Masters, and the shipment and duties of Scamen, on the same · footing as ships registered in the United Kingdom, with such exceptions as were deemed necessary.

Along with the Draft Act there was printed " Statement of Objects and Reasons," dated 24th October, 1857, bearing the signature of Mr Currie, by whom the Act was brought into the Legislative Council, appended to which is a letter from the Government of Bengal, referring to a correspondence with the Chamber of Commerce in 1856 and 1857,—the opinion of Mr. Ritchie, the Advocate General above referred to, letters from the Superintendent of Marine, and a letter from the late Captain J. A. Currie, the Registrar of Merchant Seamen, dated 16th February 1857, in which he refers to the case of the Janet Mitchell where the native lascars were said to be turned adrift in London "without even being paid their arrears," and left "to die of cold and hunger;" and Captain Currie, referring to a report in the Times of the shameful treatment of these poor men, suggested that the Agents of the ship, as parties to the agreement should be prosecuted at once for the family allotments made by the erew, and for their arrears of wages when the crew returned to Calcutta. The Superintendent of Marine concurred with Captain Currie that in consequence of the Janet Mitchell's case some measure was required.

The Advocate General advised that the Calcutta Agents of the Janet Mitchell were not liable to any legal proceedings, either Civil or Criminal, for the violation of the articles of agreement made with the native error; but he suggested that the Consignees or Agents of Vessels in Calcutta, by whom native crews are shipped, in the absence of the owners, should be required to sign the articles as well as the Master, and should be rendered liable to summary proceedings before a Magistrate upon the articles for the recovery of the loss sustained by the natives shipped, and Mr Curric has accordingly added in his Bill to the English Act the following provision upon this point.

"Provided also that in the case of lasears or other native seamen when it shall be agreed that the service of any such seamen shall and at any Port not in the said territories the agreement shall contain stipulations for providing for such Seaman fitting employment on board some other vessel, bound to the Port at which he was shipped, or such other Port as may be agreed on, or for providing for him a passage to some such Port as an aforesaid free of charge, or on such other terms as may be agreed on, and every such stipulation shall be signed by the Owner of the vessel, or by the the Master on his behalf, and also by the Consignee or Agent (if any) and shall be binding upon the said Owner and upon the Consignee or Agent." Now as to the exparts report of the Janet Mitchall, given in the Times, on the strength of which Captain Currie and the Superintendent of Marine suggested the Agents of the Ship to be bound, I beg to lay before you a correct statement of the facts and circumstances of that case, in the printed

papers accompanying, from which you will see, that the Judge who tried the case had to apologize to the owner of the Janet Mitcheld, and that the report founded on by Captain Currie is wholly incorrect.—A copy of the papers in this case has been submitted to Mr Currie by Mr W. Grant, the Vice President of the Chamber.

In objecting to the above provision of the Act proposing that Agents or Consigness should be bound, the Committee have only to repeat what they stated in the correspondence of 1856, viz. that as the connexion between the Agent or Consignee of a ship and the Owner is so very slight and temporary, in many cases, and as there can be no difficulty in framing a law to effectually bind the vessel, the Masters and the Owners, it would be a case of hardship on the Agent or Consignee, whose connexion with the Owner the moment the vessel leaves the Port ceases, to have to bind himself to indefinite liabilities, and to penalties which from the insolvency of the Owner, or otherwise, the Acen himself never recover.

It was then pointed out that the result would be that no Agent would bind himself in such a case, and that vessels requiring Lascar Crews would have to go without them, if this objectionable Clause were insisted on.

To show how very slight the connextion between a Calcutta Agent and the Ship-owner at home is, I may give you the following case as an illustration. Ships are chartered in England to load from this by the correspondents of a Calcutta Agent, who are to load or secure Cargo on the Charterer's account. The agents here are authorized to disburse what payments the ships require, to be taken by the Charterers out of the freight, and the Calcutta Agent corresponds with the Charterers, but never once with the Owner at all. This is a case of frequent occurrence, and would it not be absurd to expect an Agent in such circumstances to become indefinitely bound for a Ship-owner of whom he knew nothing, and who might be or become insolvent before the vessel finished her homeward voyage? but all the while the Lascars are perfectly secure in their claim against the ship, the Owners and Master. Under the English Merchant Seamen's Act of 1854, the Agents and Consignees of a foreign ship are liable to a penalty of £30 for each of the crew left behind, chargeable on the poor rate, or becoming a vagrant, if left in the United Kingdom, and in the case of Lascars if it could not be shewn that means were afforded for their returning to Calcutta. In such a case the Agent for a foreign ship knows at once what he is liable for and secures himself against the Ship or the Owner; but there is no limit to the time or the amount for which a Calcutta Agent might be summarily called upon to pay should this objectionable Clause be carried through, if he is simple enough to make himself bound.

The other Clause which in the opinion of the Committee is objectionable, is the Section LXVI. providing nine superficial feet for every man, while under Section XXXVIII. of the India Merchant Seamen's Act four superficial feet are all that is allowed.

We have consulted some of the local Ship-owners and Surveyors, all of whom agree that a space of nine feet is too much, and that this room cannot be spared on board of Steamers or sailing Vessels. The forecastle of the ship is all the space that any ship ean give for the use of their Lascar crews. Since the cases of ship-burning some years ago, Lascar crews are not allowed to go below, or if they do, the Insurance is thereby vitiated if accidents occur.

We append to this letter communication from Lloyd's Surveyor, Captain Eales, and from Captains Handley and Viall, Surveyors for Insurance Offices, men of experience, all of whom have commanded country-ships themselves. They are against giving the space sought to be provided for Lascars under the present Bill.

It has also to be observed that several members of the Chamber are against there being any prescribed channel for engaging Lascars, and it is suggested to the Committee that Sections XVII. and XVIII. may be struck out of the Bill with propriety. Messrs. Jurdine, Skinner and Co. state on this point: "We are opposed to the licensing of Ghat's Serrangs, and we think that Commanders of Vessels ought to be allowed to engage their "Green through Scrangs or persons of their own selection. The Creus might sign Articles in the presence of the Shipping Master and such further "legislation might be made for the protection of the Lascars as might be necessary. We consider that the licensing Ghat's Scrangs and limiting their numbers to so few has led to combinations amongst them dotrimental "alike to Lascars and Ship-owners."

The Committee are of opinion that the Shipping Master and his Deputies, to be appointed under the Act, should be completely under the control of the Superinteednet of Marine to whom complaints of the management of the Department should in the first instance be submitted. The powers given to the Shipping Master can be excreised, if he is so minded, inquisitedraly and to the detriment and annoyance of the Ship-owner and Master, and it is to be hoped that a proper selection to start with will be made.

The wording of Section XXII., by which foreign ships making short voyages may have running agreements, is not clear to some of the Committee who cannot well see why the 30th June and 31st Docember should be fixed on in particular, as the effect might be that an agreement entered into on the 28th of June say, might be avoided in two days thereafter, or again if the agree-

ment is to terminate on the first arrival of the ship at her Port of destination so far from extending over two or more voyages, it is brought to an end when the first voyage is completed.

The punishments awarded to the offences specified in Section LXXIX. are in some instances deemed inadequate by the Committee, and many of the details of the Bill copied from the English Act are looked upon as inapplicable to Lascar crews; they will be productive of irritation, trouble, and delay, without any corresponding benefit to the Owners or to the Crews.

I have the honor to be, &c.,

H. W. I. WOOD,

Scoretary.

Case of the Janet Mitchell.

At Glasgow the Eighteenth January Eighteen Hundred and Fifty-eight, before me, David Dreghorn, Esq., one of Her Majesty's Justices of Peace for the County of Lanarie, Compeared John Mitchell, Merchant and Shipowner in Glasgow, who, with reference to the Documents hereto appended, solemnly and sincerely declares that they are true and fuithful Copies.

I. Of Memorial by the said John Mitchell to the Members of the Mercantile Marine Board of Glasgow.

II. Of letter dated 24th November 1855, by Andrew Gemmill, Attorney for the said John Mitchell to — Yardley, Magistrate, Thames Police Court, London.

III. Of letter dated 3rd December 1855, by the said Andrew Gemmill, Attorney as aforesaid to — Yardley as aforesaid.

IV. Of Memorial by the said John Mitchell to the Right Honorable Her Majesty's Secretary of State for the Home Department. V. Of letter dated 7th January 1856, from H. Waddington, Secretary, for

Sir George Grey to Alexander Hastic, Member of Parliament for Glasgow. VI. Of letter dated 12th January 1856, from H. Waddington, Secretary as aforesaid, to Alexander Hastic, Esquire, Member of Parliament as afore-

All which is truth as the Deponent shall answer to God.

JOHN MITCHELL,
D. DREGHORN, J. P.,
For the County of Lanark.

THE MEMBERS OF THE MERCANTILE MARINE BOARD,

The Memorial of John Mitchell, Ship Owner in Glasgow,

That your Memorialist is owner of the vessel Janet Mitchell, of Glasgow, which being at Calcutta in October 1854, the late Captain Hood manned her with a Lascar Crew, to whom three months' wages were advanced, besides £50 for clothing, and according to their articles, monthly notes were payable, were paid, and are being paid (until countermanded) to their families during the voyage, until their return to India, the Lascars having been engaged—

- " On a voyage from Calcutta to Melbourne, or any port or
- " ports in Australia, from thence to any of the British
- " Colonies of the East or West Indies, North or South " America (but not by the route of Cape Horn) also and
- " China or any port or ports in the United Kingdom of
- " Great Britain and back to India, period not to exceed two

And the Articles having also stipulated-

Sheweth.

- "That should the Crew in accordance with one of the pro-" visions of this agreement be transferred to another Ship,
- " the Commander and Owner or Owners of the Janet
- " Mitchell, will be held and are held responsible for the
- " payment of the family allotment made by a portion of the
- " crew for the maintenance of their Families by the present " Agents of the Janet Mitchell, until the return of the said
- " Crew to a port of discharge in the East India Company's

And again,

- " Should it be found necessary after the arrival of the Ship " in Great Britain not to send her back to India, it is im-
- " perative upon the Owners of the vessel to send all the Crew
- " back in another equally good vessel on the same conditions " as specified in this agreement."

On the vessel's arrival at Port Louis in the beginning of April 1855, the Lascars were apprehended and imprisoned for desertion, and remained absent from the 18th April till the 13th May, as appears from the Ship's Log Book, when they were again taken on board, and the Memorialist holds a certificate from the Usher of the District of which the following is a copy :-

" Received from Thomas Hood, Commander of the Ship Janet " Mitchell, the sum of Sixteen Pounds and Eight Shillings

- " to be deducted from the wages of Twenty-one Seamon of
- " the above named Ship for their apprehension and commit-
- " ment to the Civil prison of Port Louis for desertion."

(Signed) P. O. KEEF, Usher in and for the District of Port Louis.

MARINE MAGISTRATE'S OFFICE, ? Port Louis, 3rd May, 1855.

Since their arrival in this Country the Memorialist was induced to advance them about £40 for clothing. The Janet Mitchell arrived at Bristol on the 9th September, and although bound by their articles to assist in loading and unloading the ship in Port or do any other work that may be necessary, the Lascars repeatedly refused to work at Bristol and were guilty of misconduct, drunkenness and insubordination, which was personally witnessed by the Memorialist, whilst they lived and were provided for at the Memorialist's

About the 2nd October the Memorialist paid the expense of all these men's conveyance to London to join his ship the Earl of Eglinton (then loading in · London for Calcutta) for the purpose of carrying out the terms of the original agreement entered into with them at Calcutta, as the ship Janet Mitchell required to come round to the Clyde for re-coppering, &c., after which your Memorialist intended she should load there for Valparaiso. From the time of the Lascars arrival in London between 3rd October and 17th November, 46 days, they were regularly and plentifully victualled at the Memorialist's expense, although they did little or no work all that time, as appears from letters witten by Captain Hutton, which can be produced.

Captain Hutton was several times summoned to attend at the Thames Police Court, at the instance of the Lascars for the payment of their wages. He consulted Captain Dunlop, Shipping Master, to whom he exhibited the articles; and it was the opinion of this Gentleman that the Memorialist had no power either to pay or to discharge the Lascars until their return to a port in the East India Company's Territories.

On the 17th November, as it appears from a report in the Times of 19th November, Captain Hutton, whose ship was then nearly ready for son attended at the Thames Police Court in order to produce a certificate, from the East India Company's Surveyors, to the sitting Magistrate, that the Earl of Eglinton was in every respect a proper ship for the conveyance of the Lascars; Mr. McNab, partner of the firm, Messrs. F. Finnis, McNab and Co., provision Merchants, John St. Minories, also attended at the Police Court to satisfy the Magistrate that the Earl of Eglinton was victualled in every respect in terms of the agreement made with the Lascars. It appears in the report of the Times referred to that Mr. Yardley refused to look at the certificate from the East India House produced by Captain Hutton or to hear either him or Mr. McNab on the subject, and Mr. Yardley alsor fused to allow Captain Hutton to enter into any explanation whatever, and ordered him and all connected with him out of the Court. Mr. Yardley also the same time ordering all the clothes belonging to the Lascars to be delivered up to them which was done.

Your Memorialist, in thus drawing your attention to the treatment received by Captain Hutton at the hands of the Thannes Police Magistrate, has briefly to draw your attention to the language used by Mr. Yardley in relation to himself as being unjust and unrealled for, and containing serious charges affecting the character and conduct of your Memorialist, and which also reflects on the Merchant service of the country.

Mr. Yardley admits he has no jurisdiction in the case, and adds, to a long tissue of invectives, that the Memorialist had formerly been before that Court, which is absolutely false.

Your Memorialist's Solicitor called upon Mr. Yardley in writing for an explanation and apology for his conduct, to which request Mr. Yardley has not condescended a reply.

After perusing the articles of agreement which are now in the hands of the Registrar of Seamen, London, your Memorialist feels convinced you will be of opinion that Mr. Yardley knows nothing of the merits of the case, and in fact, refused to hear them.

Your Memorialist begs to assure you that he was in every way prepared to carry out the agreement made with the Lascars at Calcutta, and was only prevented from doing so by the unwavaranted interference of Mr. Yardley, who appears in the Memorialist's opinion to be the sole cause of the detention of those men in this country and their refusal to implement their agreement.

Your Memorialist begs therefore to submit that it is the duty of your Board to enquire into the circumstances and investigate the case, and to publish a Report exonerating him from the charges made by Mr. Yardley, and reprobating his conduct in the matter as being highly improper under any circumstances.

And your Memorialist further submits that it is likewise the duty of the Board to memorialise Her Majesty's Home Secretary on the unjustifiable

conduct of Mr. Yardley, and craving that he be ordered to apologize to and give redress to the Memorialist in the premises.

(Signed) JOHN MITCHELL.

(Copy)

38, Queen Street, Glasgow, 24th Nov. 1855.

- YARDLEY, ESQUIRE,

Magistrate, Thames Police Court,

London.

Sir,-I have been consulted by Mr. John Mitchell, Shipowner of this City, who feels deeply aggrieved by your conduct in the Thames Police Court on Saturday the 17th instant, as reported in the leading London Journals, and which report has been extensively copied into almost every Provincial Journal. The report shows that you forgot the dignity of the Magistrate, and were guilty of gross libel and defamation against Mr Mitchell as owner of the ships Earl of Eglinton and Janet Mitchell, as well as against Captain Hutton, of the Ship Earl of Eglinton, inasmuch as the report bears in effect that you accused them with cheating and swindling the Lascars, and that my client and the Captain had conducted themselves disgracefully, and that they were a disgrace to the Merchant Service of this country, &c. Without remarking on the taste of a judge in using such language under any circumstances you must be satisfied on sober reflection that the charges which you thus made are entirely libellous and defamatory, and in the highest degree injurious to the feelings and charactor of a Gentleman in the position of Mr. Mitchell. Such language was the more unjustifiable in respect that the Lascars' complaint was groundless. and was made evidently to extort money to which they had no right in law or fact; and in respect you had no jurisdiction to entertain the case in any form as you yourself seemed to admit. You cannot therefore escape the consequences of your outrageous conduct by pleading that you were privileged as as judge in making the animadversions and charges which you did against a party who was not competently before you, and on whose behalf you refused to hear any explanation, for you must be answerable under such circumstance in the same way as if you had not been on the bench, your judicial office, as a Police Magistrate, affording you no protection.

I have therefore to call upon you to retract your charges as publicly as you made them, and to apologize to Mr. Mitchell, and I beg to intimate that if you decline to do this, Mr. Mitchell will be obliged for his own

vindication to instruct judicial proceedings to be taken against you to obtain redress, and he will also consider it to be his duty to represent your conduct to the Home Sceretary.

I am, Sir, Your most obedient Servant,

(Signed) ANDREW GEMMILL

(Copy)

38, Queen Street, Glasgow, 3rd December, 1855.

- YARDLEY, ESQUIRE.

Magistrate, Thames Police Office,

Justice, Thames Police Office,

SIR,-I wrote you on 24th ultimo, on behalf of Mr. John Mitchell of this city, complaining of the animadversions made by you in the Thames Police Court, on his conduct regarding the Lascars who served on board the Janet Mitchell and calling for an explanation and apology; but I have not heard from you in reply. Mr. Mitchell has been from home and I did not think it advisable to proceed further until his return: Mr. Mitchell now instructs me to say, that, although he has been grievously injured by your statements and charges, he has no desire to bring upon you trouble, expense or punishment, provided you retract and apologize. To satisfy you that this is due to him, as well as to yourself, I have simply to refer you to the articles of the Lascars from the terms of which you will see that even although Mr. Mitchell had been owing them money (which he denies) they were not entitled to demand it until their return to India, where the articles provide that their agreement should terminate, and when, and not sooner the balance of wages, if any, was payable. I shall, therefore, delay further proceedings for three days in the hope that you will see it prudent within that time to return such an answer as my client can accept of as satisfactory.

I am, Sir,
Your most obedient servant,
(Signed) ANDREW GEMMILL.

THE RIGHT HONORABLE HER MAJESTY'S SECRETARY
OF STATE FOR THE HOME DEPARTMENT.

The Memorial of John Mitchell, Ship-owner, East Clyde Street, Glasgow,

SHEWETH.

This your Memorialist is owner of the Ship Janet Mitchell, of Glasgow, which being at Calcutta in October 1854, the Master thereof, Captain Hood, now deceased, manned her with a Lascar Crow, to whom three months 'rages were advanced, besides £50 for clothing, and monthly allotments were payable to the Lascars' friends until their return to India, they having been engaged, not only to work the vessel to Britain, but also they having been engaged, not only to work that vessel or any port of discharge in the East India Company's Territories, when the agreement should terminate, and when any balance of wages due to the Crew should be payable according to law, and the universal custom in such cases.

That the Lasars misconducted themselves during the voyage to Britain, and deserted, and were apprehended, tried, and sent to prison at Port Louis in the Mauritius, and much loss and damage was consequently sustained by the detention of the vessel, and whereby the Lascars forfeited any wages which might otherwise have been due to them.

That the Janet Mitchell arrived at Bristol on 9th September 1855, and although the Lascars had forfeited their wages, and although the Memorialist was not bound to pay them any further sum, until their engagement was terminated on their return to India, yet the Memorialist, in the hope of indincing them to fulfil their contract, advanced them about £40 further. But in place of such advances having the desired effect, they were guilty of great insubordination, and drunkenness, and refused to perform their duty as stipulated in the Articles.

That the Memorialist having occasion to send the Janet Mitchell to the Clyde, to be re-coppered, with the intention of despatching the vessel to Valparaiso, the Memorialist, although the Lascars had by their misconduct ferfeited all claim on him, was at the expense of conveying them to London, to join his ship the Earl of Eglinton, a ship of the highest class at Lloyd's, then leading in the East India Company's Docks for Calcutta, in which vessel, the Lascars were accommodated for upwards of 40 days, and were plentifully supplied with every necessary, but here again the Lascars misconducted themselves, and would not work, or even keep their borths clean, and ultimately they refused to return to India by said vessel, either as Crew

upon wages, or as free Passengers, in consequence of which, Captain Hutton, the Master of the vessel, was obliged to engage a European Crew.

That the Lascars, under bad advice, caused Captain Hutton to be sum. moned before the Thames Police Court, for the wages alleged to be due to them, and although that Court had no jurisdiction in the matter, and Captain Hutton was no way responsible for the wages, (as he was not Master of the Janet Mitchell,) yet he attended and explained the circumstances so far as known to him, when the case was adjourned for production of a Certificate by the Surveyor of the East India Company, that the Earl of Eglinton was a proper ship for carrying the Lascars.

That on a subsequent day (17th November 1855,) and without loss of time on the Captain's part, he attended the Thames Police Court, and produced the Surveyor's Certificate, which was quite satisfactory. Mr. Yardley was on the Bench, and it is to the conduct of that Gentleman, that the Memorialist feels himself called upon to direct the attention of Her Majesty's Government, as being at once outrageous, unwarranted, and unbecoming a Gentleman, and degrading to the Bench.

That Captain Hutton, in reporting the proceedings to the Memorialist writes-that "Mr. Yardley stamped and swore, and rolled the Certificate and Articles crumpled, and foamed with passion, and told the Officer to shew that fellow out of Court, and all connected with him," and used other language altogether unbecoming the conduct of a Magistrate and

That the conduct of Mr. Yardley on the occasion is more fully reported in the Times Newspaper of Monday the 19th November, as follows:-

Mr. Yardley .- What are you, Sir ?

Captain Hutton .- " I am Commander of the Earl of Eglinton .- Mr. Ingham told me to obtain a Certificate from the East India .House, and here it is, and he said he would assist me. It is a certificate that the Earl of Eglinton is a proper ship to take Lascars out in."

Mr. Yardley .- "Mr. Ingham told you nothing of the kind Sir, and you have no business to take them out as Passengers, but only in accordance with the original agreement as Seamen on wages, and their wages for their services in the Janet Mitchell ought to be first paid."

Captain Hutton was about to enter into particulars, when Mr. Yardley interrupted him and said, "I repeat, Sir, Mr. Ingham told you nothing of the sort. He said-I understand you are going to send these men back as Passengers. You ought to pay them the same wages as they agreed for in India when they joined the Janet Mitchell."

Captain Hutton .- "I have nothing to do with it."

Mr. Yardley. "I don't know whether you are acting in collusion with the "Owner to cheat these poor men of the wages they have fairly carned. I abelieve that is intended, and you are acting for him. Your conduct is "disgraceful; it is disgraceful to your country; it is disgraceful for an "Englishman to act so. Recollect, Sir, these are poor East Indians, and "you and the Owner are especially bound to protect them." Captain Hutton. "I have nothing to do with the wages."

Mr. Yardley. "You gave me to understand several weeks ago that the "Lascars would be paid. Your conduct is disgraceful, and both you and "the Owner are a disgrace to the Merchant Service of this country. I wish "my arm was long enough to reach the Owner. He is in Scotland, and can "set these men at defiance."

Captain Hutton was about to address some observations to the Magistrate, who stopped him, and indignantly ordered him to leave the Court, at the same time flinging the certificate towards him.

That the Memorialist feels deeply aggrieved, that he should have been thus publicly denounced by a Magistrate on the Bench, as a cheat and a swindler, and as being guilty of disgraceful conduct, and as being a disgrace to the Merchant Service of this country, and this the more especially, as he had implemented, and had been willing to implement the articles of the Lascars in all respects, and as Mr. Yardley would hear no explanation on the Memorialist's part. Mr. Yardley's conduct and violence was also the more unjustifiable in respect he had no jurisdiction to entertain the complaint at all. But even although he had possessed such jurisdiction, and although the Memorialist had been bound to settle with the Lascars before their return to India, which he was not, these circumstances would have formed no justification for a Magistrate, even from his scat on the Bench, to libel and defame a party before him, in the unmeasured terms which he was pleased to apply to the Memorialist, and to evince the violent temper, and to assume the threatening attitude which Mr. Yardley did on the occasion in question. In vindication of himself therefore, and for the better protection of other parties who may be called before the tribunals of the country, the Memorialist feels himself imperatively called upon to bring the whole conduct of Mr. Yardley under the consideration of Her Majesty's Government, and to leave it to them to determine whether he ought not to be ordered to apologize to the Memorialist and publicly to retract the libellous and defamatory language complaned of, and receive such a reprimand as will prevent the use of such unwarrantable language in future.

Your Memorialist therefore humbly prays that Her Majesty's Government may be pleased to take into consideration the grounds of

his complaint, and to afford the Memorialist such redress as in their wisdom they may consider expedient by reprimanding Mr. Yardley and by ordering him to apologize to the Memorialist, and publicly retracting from the bench the libellous and defamatory language applied to the Memorialist, before complained of.

And your Memorialist will ever pray,

(Signed) JOHN MITCHELL

Whitchall, 7th January, 1856.

SIR,-I am directed by Secretary Sir George Grey to inform you that he did not fail to institute a prompt inquiry into the complaint which you forward ed on the 15th ultimo from Mr. John Mitchell, the owner of the Ship Janet Mitchell complaining of the language used towards him by Mr. Yardley, on hearing at the Thames Police Court an application on the part of some Lascar Seamen brought over in that vessel.

Sir George Grey has received a report from Mr. Yardley of the proceedings in question, and has come to the conclusion that Mr. Mitchell has a just ground of complaint. And I have to request that you will make known to him that Sir George Grey has conveyed to Mr. Yardley his disapprobation of his conduct on this occasion.

Your very obedient Servant.

(Signed) H. WADDINGTON

ALEXANDER HASTIE, Esq., M. P.,

(Copy.)

Whitehall, 12th January, 1856.

SIR,—Secretary Sir George Grey directs me to inform you with reference to my letter of the 7th instant that having made known to Mr. Yardley his opinion on the subject of Mr. John Mitchell's complaint, he has received an answer from Mr. Yardley, stating that he acquiesces in the decision of the Secretary of State, and adding that, as in every case in which he may err his

sense of justice would impel him to make every possible reparation, he is desirous of expressing through Sir George Grey to Mr. Mitchell his regret that he was impolled to use the language in question, and Sir George Grey requests that in conformity with this wish you will communicate to Mr. Mitchell the contents of this letter.

I have the honor to be, Your obedient Servant,

H. WADDINGTON. (Signed)

ALEXANDER HASTIE, ESQUIRE., M. P., &c. &c., Glasgow.

Accommodation for Lascars.

To

H. W. I. WOOD, Eso.,

Secretary Chamber of Commerce, Calculta.

DEAR SIR,—In reply to your letter under date 14th instant in which you state it is purposed to increase the accommodation allotted to Lascars, by giving 9 superficial feet to each man, instead of the space hitherto allowed, (viz., 6 superficial feet), I am unable to understand of what use so much space will be to any Lascar or native Scaman, inasmuch as having only one chest and no bedding among three or four men, so much space would be a loss to the Ship, without any benefit to the Crew. It is highly injudicious to allow Lascars access below at all times for many reasons, but more especially so as a caution against incendiarism. In all well conducted country ships the hatches are taken off every morning in presence of an officer, to allow the Crew to get what they require for messing, clothing, &c., after which they are again locked, and opened for the same purpose in the after

It would also be very improper to allow Lascars to sleep below at night for the reason that it would be impossible to get them upon Deck in an emergency, and for this reason I never could succeed in establishing a watch and watch as is usual in British Vessels, although having a large Crew on board.

As regards the wants of native Scamen, a place of shelter from bad wear ther, where they can smoke frequently, is what they most like, and for this the Forecastle is preferred, although after great exposure the indulgence of a glass of spirits now and then is advisable and not objected to.

Yours faithfully,

Calcutta, 16th April, 1858.

E. D. O. EALES.

II. W. I. WOOD, Esq., Secretary, Chamber of Commerce.

Sir,-I have the honor to acknowledge the receipt of your letter of yes. terday's date, respecting the 66th Clause of the Merchant Scamen's Bill proposing to increase the accommodation allotted to Lascars, and requesting my opinion of the same. I beg to observe that I date the general bad conduct, inefficiency of Scamenship, and worthlessness of Crews now sailing out of this Port to the over-indulgence of the Asiatic Seamen, for previous to the establishment of the Registry Office, and its attendant evils in which I include over-feeding and over-indulgence, the Asiatic Scamen were smart, active and desirable Crews. At present, from the causes assigned, they are generally a debauched, insubordinate and worthless set.

The space allowed for their accommodation at present is more than was allowed to Midshipmen of H. M. Service, when I was in it. It is also greater than is allotted to many English and Foreign Ships' Crews that arrive at this Port, and that I officially visit and examine. After mature consideration I am firmly convinced from the experience of many years with Asiatic Crews, that the proposed alteration will act the very reverse of the Legislators' intentions, making the Crews, if possible, more effiminate, insolent and worthless, and at the same time most prejudiciously and unfairly to Ship-

I have the honor to remain, Yours obediently,

> HENRY HANDLEY. Surveyor of Shipping.

Calcutta, 15th April, 1858

Calcutta, 16th April, 1858.

H. W. I. WOOD, Esq.,

Secretary, Calculla Chamber of Commerce.

DEAR SIE,-In answer to your letter of the 14th instant, as to the purnosed increase of accommodation to be allowed to Lascars by giving 9 superficial feet to each man, I beg to state for the information of the Chamber of Commerce, that I am perfectly ignorant of any measurement space ever having been allowed to Lascars, the only room required by them is a place to

It has generally been the custom both here and in Bombay, to allow the Top Gallant Forecastle to Lascars, in some Ships a small place was bulks headed off below, before the Foremast, but in 1850 and 1851, when many of our country Ships were destroyed through incendiarism, an order was passed not to allow any room for Lascars below.

Our Top Gallant Forceastles are larger in our Ships than formerly, and I am of opinion that no more room is necessary than the space now allowed under the Top Gallant Forecastle. This is found to be sufficient for the bed places and chests of our European Seamen on board of all our English Ships.

On board of all good discipline country Ships, all hatches are locked at 6 r. M., and kept so until sunrise, unless any thing may be required for the use of the Vessel, and no Lascar is allowed to leave the Deck after dark. The lives and property on board would not be safe for an hour with Lasenrs below at night. I as a Surveyor would not pass a Ship for insurance manned with natives, if allowed to go below after dark.

The Register Tickets have been found useless throughout England, and they might be done away with here. The Office might also be abolished, for what good it has done. I believe good Lascars will not ship through the Register Office, having a great dislike to their names being registered. Some years ago some Ships tried to ship men through the Police, but no good Lascars would ship, and it fell to the ground. A Bill for the protection of Ship Owners, Agents and Lascars from the Ghaut Syrangs would be found very beneficial, as when a Ghaut Syrang draws two or three months' advance, you have no security from him that he will ship the men as per agreement; and you have no opportunity of finding out who and what you have, the men being put on board whilst the Vessel is dropping down, and some of them do not join until the Vessel gets to Diamond Harbour or Culpec. You have no proof that the Lascar has received his wages, until you get to Sea, when it comes out on the first Sunday, when mustering in clean clothes, that several of the men have none. All their three months' pay was on their backs when they joined the Ship.

The Lascars are quite in the hands of the Ghaut Syrangs; as soon as they land they are housed at some place belonging to the Ghaut Syrang or some of his people, and kept there until in debt, when they are shipped, and there advances drawn by the Ghaut Syrangs who generally pocket all.

> I remain. Dear Sir. Yours faithfully,

> > THOMAS VIALL

APPENDIX C Boundary of the Port of Calcutta.

BENGAL CHAMBER OF COMMERCE, Calcutta, 13th November, 1857.

A. R. YOUNG, ESQUIRE. Secretary to the Government of Bengal.

SIR,-Thé question of the limits of the Port of Calcutta having been brought under the notice of the Committee of the Chamber of Commerce, I am instructed by them to submit to the Honorable the Lieutenant Governor the opinion of the Representatives of Insurance Offices in Calcutta that the Northern Boundary should be declared to be extended to the mouth of the Canal at Chitpore.

In this opinion the Committee unanimously concur, and respectfully recommend that the Northern limit of the Port, as defined in the Government of Bengal Notification of 1st July 1856, be extended as far as the Canal, and to a corresponding point on the opposite side of the river.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

Extract from Notification of 1st July, 1856.

The limits of the said Port of Calcutta are as follows:-To the North, a line drawn across the River Hooghly from the boundary pillar on the North side of Hautkollah Ghaut to the boundary pillar on the North side of Sulkea Ghaut.

To the South, a line drawn from the boundary pillar at the South West corner of the house on the river bank usually occupied by the Superintendent of the Botanical Gardens and known as Garden House, to the boundary pillar at the South West corner of the public Ghaut opposite.

So much of Tolly's Nullah as lies to the West of a line drawn across the Nullah between the two boundary pillars 300 yards within Hastings' Bridge. The limits of the said Port include to the East and West so much of the River Hooghly and of the shores thereof and so much of Tolly's Nullah and of the shores thereof as are within 50 yards of high-water mark Spring tides. No. 484

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL,

THE SECRETARY TO THE BENGAL CHAMBER OF

FROY

COMMERCE

Dated Fort William, the 7th December, 1857.

S1R,-I am directed by the Lieutenant Governor to acknowledge the receipt of your letter dated the 13th ultimo, submitting the recommendation of the Chamber of Commerce that the Northern limit of the Port of Calcutta, as defined in the Government Notification of the 1st July 1856, be extended to the mouth of the Canal at Chitpore, and to a corresponding point on the opposite side of the river; and in reply to request that the Chamber will be so good as to state what are the advantages which they expect to derive from the alteration proposed.

I have the honor to be, Sir.

Your most obedient Servant,

C. T. BUCKLAND, Junior Secy. to the Govt. of Bengal.

BENGAL CHAMBER OF COMMERCE. Calcutta, 14th December, 1857.

A. R. YOUNG, Esq., Secretary to the Government of Bengal.

Sir,—I am instructed by the Committee of the Chamber of Commerce to state in reply to your letter, No. 484, of the 7th instant, that the alteration of the present northern limit of the Port was recommended by them because in the ordinary course of business insurance covers the risk of lighterage within the limits of the port only, and in cases of loss beyond those limits, but within the limits of the Town, disputes have frequently arisen. The local Insurance Offices accept risks within the limits proposed when they are notified before hand, but this previous concurrence on the part of underwriters cannot be obtained in the case of insurance effected in Europe; and it would be a great advantage both to underwriters and merchants to avoid the elements of dispute and litigation which have been found to arise from the officially declared limits of the Port not embracing the whole river frontage of the Town, and excluding a portion from which a very extensive shipping business

XXX

The extension of the limits was also recommended on the ground of the Ganal forming a natural boundary to the town, and of conformity between its limits and those of the Port.

I have the honor to be, &c.,

H W. T. WOOD, Secretary.

FROM THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL.

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Dated Fort William, 5th March, 1858.

Sir .- With advertence to the correspondence noted in the margin, I am directed by the Lieutenant Gover-From Secretary Bengal Chamber of Comnor to state for the information of merce, dated 13th November, 1857. To ditto, No 484, dated 7th December 1857. From ditto, dated 14th December, 1857. the Chamber of Commerce, that the Hon'ble the President in Council has

sanctioned the extension of the Northern limit of the Port of Calcutta as defined in the Notification issued on the 1st July 1856, to the Gun Foundary at Cossipore, and to the corresponding point on the opposite side of the River Hooghly.

A Notification to the above effect will be published in the Calcutta Gazette for general information.

I have the honor to be,

Your most obedient Servant,

C. T. BUCKLAND,

Junior Seev. to the Govt. of Bengal.

No. 508.

Notification,-The 5th March 1858. With the sanction of the Hon'ble the President in Council the Nothern limit of the Port of Calcutta as defined in the Notification of the 1st of July 1856, published in the Calcutta Gazette of the 16th idem, is extended to the Gun Foundry at Cossipore, and to the corresponding point on the opposite side of the River Hooghly.

> A. R. YOUNG. Secu, to the Goot, of Bengal.

APPENDIX D.

Custom House Sheds.

Bengal Chamber of Commerce, Calcutta, 13th May, 1858.

A. R. YOUNG, Esq.,

Secretary to the Government of Bengal.

Sin,—The Committee of the Chamber of Commerce were informed by the Civil Architect, under date the 12th November last, that in consequence of a late order of Government for the stoppage of Public Works the building of the second Custom House Shed had been temporarily suspended, and moreover that the Shed "was not considered by superior authority to be so essentially necessary that an exception should be made in its favor, as was the case in a few works of greater importance."

The necessity however for such additional accommodation has since been frequently pressed upon the attention of the Chamber by those whose experience canables them to judge how urgently it is required for the protection of goods in transit to the shipping; and the Committee respectfully submit that the importance of providing against the inconvenience and damage to which the various valuable articles of export are exposed will have due pleased to direct that the Suspended work may be resumed at the carliest possible period.

I have the honor to be, &c.,

H. W. I. WOOD, Secretary No. 1473.

FROM
THE JUNIOR SECRETARY TO THE GOVERNMENT
OF BENGAL.

THE SECRETARY TO THE CHAMBER OF COMMERCE.

Dated Fort William, the 19th May, 1858.

SIR.—I am directed to acknowledge the receipt of your letter, dated the Pattic Works.

13th instant, requesting, on the part of the Committee Recess General.

13th instant, requesting, on the part of the Committee Recess General.

13th instant, requesting, on the part of the Committee Recess General.

13th instant, requesting, under the ordors of Government, was suspended last year, may be resumed at the earliest possible period; and in reply to state, for the information of the Committee, that the Lieutening Governor is still precluded under the orders of the Government of India from proceeding with the work.

I have the honor to be,
Sir,
Your most obedient servant,
C. T. BUCKLAND,
Junior Secy. to the Govt. of Bengal.

APPENDIX E

The Calcutta Canals.

Bengal Chamber of Commerce, Calcutta, 14th May, 1858.

A. R. YOUNG, Esq., Secy. to the Govt. of Bengal.

SIR,—The Committee of the Chamber of Commerce desire me to re-submit to the attention of the Hon'ble the Lieutenant Governor the representations which have been already made with reference to the new Canal between the river and the Toll House at Dhappa, and they again respectfully urge the completion of a work of considerable public importance.

In your letter, No. 1123 of 20th March 1857, you intimated that that work had been "discontinued under instructions from the Governor General in "Council, pending enquiries which had been ordered to be made with a "view to carry out another plan for affording increased accommodation for trade in the existing Canals."—The Committee of the Chamber have been content to wait a reasonable period for the result of those enquiries, and they trust that the time has now arrived when the definite intention of Government may be communicated to the Chamber, and that the suggestions which they ventured to lay before the Lieutenant Governor have been favorably received, and will be finally adopted.

The Committee take this opportunity of expressing their satisfaction with the condition of the roads in the neighbourhood of the Canals, which is reported as having been materially improved since the matter was brought to notice.

. I have the honor to be, &c.,

H. W. I. WOOD, Secretary. FROM
A. R. YOUNG, Esq.,

Secretary to the Government of Bengal,

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Dated Fort William, the 21st May, 1858.

Sir.—I am directed by the Lieutenant Governor to acknowledge the receipt of your letter, dated the 14th instant, urging upon Government the early completion of the new Canal from Dhappas, and in reply to inform you that the plan contemplated by the Government of India has been abandoned, and that, by the orders of the Honorable the President in Council of the 6th instant, the project of connecting the new with the old Canal by a cut entering the later near the Shambazar Bridge has been sanctioned. This is the plan advocated by the Chamber in your letter of the 11th February 1857.

2ad. The Officiating Chief Engineer has been directed to put the works 2ad. The Officiating Chief Engineer has been directed to put the works at once in hand and to carry them on to completion with all possible

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

A. R. YOUNG, Secretary to the Govt. of Bengal.

APPENDIX F.

Meteorological Register.

BENGAL CHAMBER OF COMMERCE,

To.

Calcutta, 15th April, 1858.

A. R. YOUNG, Esq.,

Secretary to the Government of Bengal.

SIE,—With reference to the Office Memorandum, No. 907, of July last, issued by Mr. Officiating Assistant Secretary Lushington, relative to the monthly distribution of printed copies of Meteorological Register by the Medical Board, I am desired to inform you that the two copies directed to be forwarded to the Chamber of Commerce have not been received, and that the Committee will be glad to be furnished with them whenever the Board are prepared to comply with the directions of the Government of

I have the honor to be, &c.,

H. W. I. WOOD, Secretary.

OF BENGAL,

FROM

No. 711

THE JUNIOR SECRETARY TO THE GOVERNMENT

To

THE SECRETARY TO THE BENGAL CHAMBER OF

COMMERCE.

Dated Fort William, 21st April, 1858. Sir,-I am directed to acknowledge the receipt of your letter, dated the General. 15th instant, stating that the two copies of Meteorological Registers directed to be furnished to the Chamber of Commerce

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have not been received, and to refer you to the Director General of the Medical Department, to whom a copy of your letter will be forwarded.

I have the honor to be. Your most obedient Servant.

. C. T. BUCKLAND, Junior Secy. to the Govt. of Bengal.

FROM

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE

Dated Fort William, the 10th May 1858.

SIR,-In continuation of my letter, No. 711, dated the 21st ultimo, I am directed by the Lieutenant Governor to forward for the information of the Chamber the accompanying copy of a communication from the Director General of the Medical Department, No. 2168 of the 30th idem, explaining why he has not yet been able to print the Meteorological Registers furnished by the Medical Officers of the several stations in this Presidency.

> I have the honor to be, Your most obedient Servant.

C. T. BUCKLAND, Junior Secy. to the Govt. of Bengal. C. T. BUCKLAND, Esq., Junior Secy. to the Govt. of Bengal,

Fort William, 30th April, 1858.

Sir,-In acknowledgment of your Memo: No. 712 of the 21st instant, * Letter No. 711, dated 21st April 1838, from the Junior Secy. to the Gort. of Bengal, to the Secy. to the Chamber of Com-morce. forwarding the documents marginally noted,* I beg to request that you will submit to His Honor the Lieutenant Governor of Bengal, that, Incree.

Letter, dated 15th April 1858, from the Secy. to the Chamber of Commerce, to the Secy. to the Got. of Bengal. owing to the circumstance of the Meteorological registers of a very large number of the stations in this Presidency not having been received

owing to the disturbed state of the Country, and a considerable proper tion of the remainder having come in very irregularly, it has not yet been found practicable to print sets of these documents.

I may be permitted to add that, under the orders of the Hon'ble Court conveyed in Col. Birch's letter, No. 1009 of the 29th May 1887, Medical Officers entrusted with instruments for Meteorological purposes have been called upon to render complete returns to the Surveyor General's Office, for reduction. I trust, therefore, that this order renders the monthly preparation of these extremely voluminous printed documents in this Office

I have, &c.,

FORT WILLIAM, Director General's Office, 30th April, 1858.

FROM

То

(Signed) J. FORSYTH, Director General, Medl. Dept.

(True Copy,) THOMAS JONES, Register, Bengal Secretariat.

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APPENDIX H.

Proposed New Rules for the Port of Akyab.

No. 582.

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The JUNIOR SECRETARY to the GOVERNMENT $_{\mathrm{OF}}$ BENGAL.

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Dated Fort William, the 17th March, 1858,

Sin,—I am directed to forward the accompanying copy of a letter, No.9,

Mories.

Mories.

Mories dated the 20th January last with its enclosures, from the Officiwhich he proposes to introduce at Alvab, with a view to render the Pilot
Service of that Tort more efficient, and to request that the Chamber of
opinion on the subject.

2. A copy of a report, * made by the Officiating Superintendent of Marine

No. 1204, dated let March, 1858.

Interpretable March, 1858.

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

C. T. BUCKLAND,

Junior Secretary to the Government of Bengal.

FROM

MAJOR G. VERNER,
Officiating Commissioner of Arracan,

THE SECRETARY TO THE GOVERNMENT OF BENGAL.

Dated Kyouk Phyoo, 20th January, 1858.

Sig.—I have the honor of submitting herewith, for the consideration of His Honor the Licutenant Governor of Bengal, a set of new rules which I propose should be introduced at Akyah, so as to render the Pilot Service of that Port more efficient than it has been heretofore, and which I trust His Honor will approve of and sanction.

Honov with appeare or anu samesuous.

2nd. I beg to state, that shortly after my arrival at Akyab, a number of
the commanders of vessels, then in the harbour, complained loudly in a
letter they addressed to me, of the Pilot Service of the Port, which they
cassilered inefficient, and suggested that they should have good powerful
leats, such as used by the Bombay pilots; they had no objections, they said,
to a small additional charge being made to enable the pilots to purchase
and maintain such boats; and they begged of me to take the matter into

3rd. The Members of the Akyab Chamber of Commerce, through their Secretary, also begged that the number of pilots might be increased to six, that they should be obliged to provide themselves with proper boats and be mader the supervision of the Marine Assistant Commissioner; they also suggested that it should be made compulsory on all vessels to take pilots.

suggested that it should be made companies.

4th. According to the present rules it is not compulsory on masters of the result of the present rules in the present but the property of the property of the present but three licensed pilots pilots; the consequence is, there are at present but three licensed pilots working, and owing to ships coming in and leaving without pilots, the remuneration is so small that they are unable to keep up proper boats.

temuncration is so small that they are thinked to the taking of pilots shall be 5th. By the new rules it is proposed that the taking of pilots shall be compulsory, and that none but licensed ones shall be permitted to act.

compusory, and that none our necessed one S. E. monsoon much the same as 6th. The rates proposed are for the N. E. monsoon they are doubled, in those now in force, but during the S. W. monsoon they are doubled, in the stead of being only one half more, the increase being with a view to the stead of being only one half more, the increase being with a view to the stead of being only one half more steep that in all weathers and at all scasons. Were the rules now proposed sanctioned, I am in great hopes they

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would be found to work well. A copy of the rules now in force is also annexed for His Honon's information, and trusting that those now proposed will meet his early consideration,

I have, &c.,

Abracan,
Commissioner's Office,
Kyouk Phyoo,
The 20th January, 1858.

(Signed) G. VERNER, Officiating Commissioner of Arraean,

PROPOSED NEW RULES FOR THE APPOINTMENT, DUTIES,
AND REMUNERATION OF PILOTS FOR THE PORT OF
AKYAR

1st. The following rules regarding the appointment, duties, and remuneration of pilots in the Port of Akyab shall take effect and be in force on and after the 1st day of — 185 .

2nd. Any person desiring to be admitted as a licensed pilot for the Pert of Akyab, shall submit to the Marine Assistant to the Commissioner an application in the form A. in the Appendix.

3rd. All persons at present holding licenses to act as pilots, for the Port of Akyab, shall be entitled to a fresh license, on subscribing to these rules and on returning the licenses now held by them.

4th. The number of pilots for the Port of Akyab shall be at present

5th. On receiving an application to be admitted as a licensed pilot, to fill a vacancy, the Marine Assistant Commissioner, will, under the orders of the Commissioner, cause a Committee to be formed to examine the Candidate.

The Committee to be composed as follows:

President.

Marine Assistant to the Commissioner.

Members.

Three commanders of vessels or ship masters and one licensed pilot.

In order to obtain the services of the commanders, or ship masters, the
Marine Assistant Commissioner will address the Magistrate of Alyab and re-

quest him to nominate competent ones from amongst those in port, who may be willing to give their services.

be willing to give their services.

The Marine Assistant Commissioner will appoint a licensed pilot to be a Member of the Committee. Pilots will be appointed in rotation, should their services be available.

ther services we available.

The Marine Assistant Commissioner, as President of the Committee, to have

ne casung rote.

6th—The qualifications necessary to entitle a candidate to a license are—

First-That he be a person of good character.

Second—That he be of sober habits.

Third—That he have a good knowledge of general seamanship.

Third—That he have a good knowledge of governments.

Fourth—That he bo well acquainted with the Port of Akyab, the channels leading over inside and immediately outside the bar.

7th—On a candidate being reported qualified by the Committee, he will receive a license from the Commissioner in the form B. in the Appendix.

8th—The ordinary place for a pilot to board or leave a ship will be in 7

fathoms of water outside the bar.

9th—On bearding a ressel outside the bar the pilot will be entitled to full pilotage. If boarded inside the Bar Buoy, to half pilotage: and if within a pilotage into the Savage Light House to the Point Flag Staff, to the same as if he had only moved a ship within the harbour.

as it in lead only mored a sing whem and unwards on entering the Port 10th—All vessels of 2000 tons burdlen and upwards on entering the Port shall be bound to take a licensed pilot, should one offer his services, and all such vessels departing from the Port shall be obliged to take a pilot, unless on application to the Marine Assistant Commissioner he certify there are a supplication to the Marine Assistant Commissioner he certify there are a supplication to the Marine Assistant Commissioner he certify there are a supplication to the Marine Assistant Commissioner he certify the certification of the Marine Assistant Commissioner he certify the certification of the Marine Assistant Commissioner he certification of the Commissioner he certification

Hith—All vessels under 300 tons, drawing under 17 feet, and trading within

the Bay of Bengal considered as, bounded by a line
drawn from Cape Comorin, by Point de Galle, to the
Commanders of all those vessels and Steamers can satisfy the proper authorities of their competency to pilot their vessels, who after the requisite examination will be drainable with excitations will be drainable with excitations excentaining their names and a specification of their vessels; but which pilotage certificates shall only be in force for one year unless the same be renewed by endorsement under the hand of the Commissioner.

THE RESERVE THE PARTY OF THE PA

the Commissioner.

12th. A licensed Pilot, whose services have been refused, shall be entitled
to the same pilotage as if he had bearded the ship and had actual pilotage
charge of her.

13th—No other person than a licensed pilot shall be allowed to pilot a vessel out of the harbour, except with the written permission of the Marine Assistant Commissioner, to be granted only in cases of urgent necessity.

. 14th—Pilots shall be appointed to outward bound ships, by the Marino Assistant Commissioner, in rotation. Masters of ships and others requiring their services will apply to him, at the Marino Office daily, between the hours of 10 a. M. and 4 r. M., Sunday excepted. The amount of pilotage to be paid down at the time the application is made, and which will be paid to the pilot, on his having performed the duty required of him. Should, however, a commander of a vessel desire the services of any particular pilot to take his ship out, the Marine Assistant on a written application being made to him will, in the event of such pilot being disengaged and willing, appoint him to take charge of the vessel.

15th—A pilot will be entitled to Rs. 16 for every day's detention on beard after having taken charge of the vessel, in addition to his pilotage, or to Rs. 8 for every day's detention on shore, after he has been appointed, the vessel not being ready to proceed to sea, or till the appointment is cancelled at the desire of the commander of the vessel.

16th. The scale of rates of pilotage is as follows:—
All vessels having a draft of water

a mate of wate	or .	
Under 14 feet	North-East Monsoon. Rs. 32	South-West Monsoon.
From 14 to 15 feet	n 45	Rs. 64
" 15 " 16 "	" GO	" 90
" 16 " 17 "	" 75	,, 120
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" 18 " 10 "	,, 105	" 180 " 210
, 19 ,, 20 ,,	,, 120	0.40
, 20 , 21 ,, , 21 , 99	,, 136	Otto
,, 22 ,,	,, 154	000
" 22 ,, 23 ,, above	,, 174	" 308 " 348

17th. The scale for moving vessels within the Port of Akyab is-

	77 17		- 2010	от лиуа	b is-
Under 500 Tons.	North Mon	'i-L'asi isoon.		South	- West
Over 500 and under 1,000 Ton				Mons Rs.	24
				- 17	36
18th. Vessels being towed by Sta	,,,	32		,,	46

the rates above-mentioned. 46

The N. E. Monsoon shall be held to commence on the 1st November and to last till the 30th April; and the S. W. from 1st May to the 31st October.

to isst un two countries completed the duty of taking a ship to sea, or of 19th. Pilots having completed the duty of taking as ship to sea, or of haring conducted a vessel into port, shall, on all occasions, report the circumstance to the Marine Assistant Commissioner, entering the required information in a book to be kept for the purpose, and attesting the same with

their signatures.

20th. No pilot to be permitted to demand a greater rate than laid down in sections 16 and 17, without subjecting himself to suspension or loss of

Blst. If any boat, having a licensed pilot on board, leads a vessel, which vessel, wing to peculiar circumstances, the pilot cannot board, such pilot shall be catilded to the same pilotage as if he had boarded and taken charge of the vessel.

22nd. Pilots will obey all legal orders issued by the Marine Assistant Commissioner laving reference to their duties as pilots.

Commissioner naving reference of their diseases as pre-23rd. A licensed pilot absenting himself, without leave, or good cause, will be subject to suspension or loss of license.

will or surject to suspension to too the pro-24th. Any licensed pilot who refuses, or wilfully delays, when not prerented by illness or other reasonable cause, from taking charge of a vessel, within the limits of his license, to conduct her, either into, or out of the Port of Akyab, to be subject to temporary or total loss of license as the Commissioner may direct.

Commissioner may curved.

25th. A copy of these rules will be furnished to each licensed pilot, who
will show them, as also his license, to the commander, or master, of any
vessel he may board, if demanded.

26th. Any pilot contravening any of the rules herein laid down will be subject to temporary or total deprivation of license, as the Commissioner may think proper, on the report of the Marine Assistant Commissioner, and after the matter shall have been regularly inquired into.

27th. Any person having any complaint to prefer against any pilot will make the same in writing to the Marine Assistant Commissioner, who will investigate the complaint, and submit a report thereon with his opinion to the Commissioner for his consideration and orders.

AKYAB PILOT BOAT RULES.

1st. All licensed pilots of the Port shall provide themselves within six months after their license is granted, with a suitable boat: the following are the dimensions of the smallest boat that will be allowed:—

	Length not less than	26	feet.	· ·	
	Breadth,	$6\frac{1}{2}$,,,	count:	to 4-75-tons.
 -	Depth,	31		1 -	TO COMB.

The boat to be manned by one Sukannie or Steers-man and not less than

2nd. All pilot boats to be brought up for the inspection of the Marine Assistant Commissioner at least once in three months. The boats to be complete in all respects, with masts, gear, oars, anchor, cable, &c. &c., and shall be used for no other purpose than as pilot boats for the Port.

3rd. All pilot boats shall be licensed and numbered, and shall have the name of the owner painted on her stern, in white letters, at least one inch broad, by three inches long; and on each bow the number of such boat shall also be painted.

4th. When affoat the pilot boat shall carry a flag at the mast head, or on a sprit, or staff, or other conspicuous position, the flag to be of large dimensions, and to be of two colors, the upper horizontal half white, the lower

5th. For the S. W. Monsoon, the pilots shall have one good sea going schooner or cutter, of at least 40 tons, complete in every respect, and well manned, which vessel shall be at all times ready to go out to ships in sight, bound to the Port, or to bring back pilots after having piloted vessels out

6th. The pilots will take it in turn; one will go in charge of the pilot schooner or cutter, and either put a second on board of the vessel coming in, or receive the pilot from the vessel which he will have taken out.

7th. The Marine Assistant Commissioner will be most particular in his inspections of this vessel, it being with a view to the purchase and maintenance of a vessel capable at all times of crossing the bar that the pilotage

Bye-rules should be made regarding the donation to be paid by each pilot, towards purchasing a share in the boat, and the disposal of it afterwards, should he resign, or die ; also as regards maintenance.

FORM A.

THE MARINE ASSISTANT COMMISSIONER,

Sin,-I am desirous of obtaining a license to act as pilot for the port of Akyab, I beg therefore you will be good enough to forward this application to the Commissioner for his consideration and orders.

2ad. I am willing to pass an examination, and have been at sea — years, officer of a vessel - years, master of a vessel - years.

AKYAB,

I am. Sir. Your most obedient servant, (Signed)

FORM B.

This is to certify that ----, having subscribed to the rules in force for the guidance of licensed pilots, and having been pronounced qualified for the office, is hereby licensed as a pilot from this date.

Dated -Commissioner.

PRESENT RULES FOR THE APPOINTMENT, DUTIES. AND RE-MUNERATION OF PILOTS FOR THE PORT OF AKYAB.

I.—There shall be ---- Pilots for the Port of Akyab who shall receive licenses from the Principal Assistant, under the orders of the Commissioner of Arracan. Number of Pilots.

II.—The qualifications for a license are a knowledge of general seamanship and a competent acquaintance with the Akyab Port, and the channel or channels leading over the inside and Qualification. immediately outside the bar.

III.—Candidates for the office of pilots will forward an application, through the Port Master addressed to the Princi-Method of Appointment. pal Assistant at Akyab.

IV.—The Principal Assistant under the orders of the Commissioner will nominate a Committee to examine the candidate. of which Committee the Port Master shall be Committee for Examination President, and two Members be chosen by the of Candidates. Principal Assistant from such competent gentlemen then in port as may be 11.19

willing to give their services for the purpose. V.-On a candidate being reported qualified by the Committee, he will be

eligible for employment, and will receive a license in the form A. hereto annexed.

VI.—The ordinary place for a pilot to board or leave a ship will be in seven
fathoms water outside the bar and bringing in the ship,
Boarding Vessels,
and anchoring it in any part of the port or harbour according to the wishes of the master, he will be entitled to

VII.—The southern boundary or limit of the port is a line drawn from

Port limit. Light House; the northern boundary is a line drawn from the

boundary pillar on the north bank of the Mongine Creek to the boundary pillar

on the north bank of the Toung-poomril creek, and the eastern boundary

is a line drawn from the Great Savage Light House to the northernmost point

of Walekon Island, and from thence to the boundary pillar on the north bank

of Toung-poomril Creek. Vide Rules for the Port of Atyab.

Rates of Pillotage and VIII.—The scale of rates for pilotage is as period for which payable. follows:—

All ressels having a draft

in N. E. Monsoon.
Of water under lefeet, Rs. 32.
From 14 to 16 ft. per foot, Rs. 32.
Above 16 to 18 feet , , , 4.
Above 18 to 19 feet , , , 5.
Bor every additional foot

over 20 feet.

These rates are not compulsory upon the masters of vessels, but are furnished as a guide to them in making their arrangements. No pilot, however, can demand a higher rate than is here laid down without subjecting himself to a loss of license. The N.E. Monsoon shall be held to extend from 1st Noremto to the 1st May, both days inclusive.

IX.—A pilot is to bee ensidered entitled to full pilotage if he boards and receives charge of a vessel before she arrives on the pilotage rate.

Who are the bar, and receives charge after the vessel has arrived inside the bar, and receives charge after the vessel has arrived inside

X.—A pilot is bound to attend the call of a master of a ship, or he will
pilots bound to attend
an loss of refusal, and if unable to give good reasons
for it, be liable to be deprived of his license; but when
a pilot is thus required to pilot a vessel, the master
will, if it is considered necessary by the Principal Assistant, deposit the

smount of pilotage in the office of the Principal Assistant, which amount is to be paid to the pilot, on its being evident that he has performed the duty regarded of him.

XI.—For any proved misconduct on board a vessel while in pilot sharge or neglect of any rule or regulation of the port or any instructions issued with reference thereto by the Marine Assistant Commissioner and Conservator of the port, a pilot may be despited of his license under the order of the Commissioner.

rived of his license under the order of the community of the National States and States

Stamers. of the rates above menuous.

XIII.—It is not intended by these rules to prevent any person following the calling of a pilot without a license. The object of these rules is to satisfy the masters of vessels and other persons concerned, that the local authorities have confined themselves of the competence of the party licensed to perform the duty of pilot.

FORM A.

Pilot's license for the Port of Akyab.

This is to certify that having been examined by a Committee upointed under Rule IV. of the Pilot Rules for the Port of Alyab, and having been pronounced qualified for the office, is hereby Licensed as a Pilot water those Rules from this date.

(Signed)

Commissioner.

A L

11.0

(True Copies,)

Sd.) G. VERNER,

Offg. Commissioner of Arracan.

(True Copy,)

THOMAS JONES, Register, Bengal Secretariat.

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No. 1594.

THE HONORABLE F. J. HALLIDAY, Lieutenant Governor of Bengal.

HONBLE SIR.

I have the honor to acknowledge the receipt of Mr. Junior Secretary Buckland's letter, No 260, dated the 10th ultimo, forwarding a letter, No 9, of the 20th January last with its enclosures, from the Officiating Commissioner of Arracan, submitting a set of new rules which he proposes to introduce at Akyab, with a view to render the Pilot service at that Port more efficient, and requesting my opinion on the subject.

2. The object of the new rules is fourfold.

1st. To increase the number of licensed pilots at Akyab from 3 to 6. 2nd. To make it compulsory on all vessels to take licensed pilots, and to prohibit any one acting as a pilot without a license.

3rd. To make each pilot supply himself with a good boat, and the body of pilots with one good sca-going vessel of at least 40 tons fit to encounter the weather outside the bar in the S. W. Monsoon.

4th. To double the rates of pilotage in the S. W. Monsoon, the increase being with a view to the maintenance of a boat that could cross the bar in all weathers and at all seasons (the vessel alluded to in Rule 3rd.)

3. With reference to the first object contemplated, I beg to acquaint your Honor that when pilots were originally entertained for the Port of Akyab in the year 1851, the Commissioner of Arracan proposed to give licenses to three pilots, that number being in his opinion, which had been found in communication with the merchants and other gentlemen interested in the commerce of Akyab, sufficient for the port.

4. At this time the number of arrivals and departures of vessels at Akyab was 408 of the former, and 394 of the latter, while the average of the last 4 years has been 345 and 339, showing a decrease in the amount of shipping arriving at and departing from the port.

5. What was sufficient therefore in the year 1851, would, in the absence of reasons shown to the contrary, seem to be sufficient now, although there may be causes rendering an increase desirable which do not appear in the correspondence forwarded.

6. The next proposition is to make it compulsory on all vessels to take licensed pilots, and to prohibit any one acting as a pilot without a license.

7. When this question was mooted in the year 1850, it was decided that the pilotage of the port should be left to private enterprize, and that no monopoly should be created, but that the pilotage of the port should be open to all who chose to qualify themselves for that occupation, and that any commander of a vessel, who chose to take her in or out, was at liberty to do so without a pilot; therefore to institute such a rule as is now proposed, would appear to be a move in the wrong direction; in fact a retrogradation and a departure from a sound policy, and a direct approach to a system which is so much complained of in this port.

8. The navigation of the Port of Akyab is very simple, and the extent of pilot's water not above 8 miles; so that to compel a master of a vessel competent to pilot his own ship to pay Rupees 300 for a pilot, which would be the charge under the proposed rule at a draft of 21 feet, would be justly

considered a hardship.

9. The first part of the 3rd proposition which provides that each pilot should supply himself with a boat, to be subject to the inspection of the Marine Assistant to the Commissioner, appears to be very desirable, but the second part relative to the provision by the pilots of a sea-going schooner of at least 40 tons is, I am of opinion, open to objection.

10. A vessel of this description would cost from 12 to 15,000 Rs.—an expense beyond the means of so few in number, and so moderately remunerated a class of men, as the pilots in the port of Akyab.

11. During four or five months of the year very few vessels resort to that port, and, unless the engagement of pilots is rendered compulsory, the carnings of the pilots will be very small upon the year's average.

12. It may nevertheless be necessary to communicate with a ship or steamer outside the bar during the S. W. Monsoon, although the ordinary traffic of the port is at a stand still during that period, and a vessel of the description indicated is requisite for that purpose; but I am of opinion that this vessel should be built at the expense and continue to be the property of Government.

13. The Port Fund at Akyab is rich, and 4 annas per ton are levied upon the shipping for port dues; the fund can well afford to be debited with the cost of a pilot schooner for the port, and of a small regular establishment under a scrang to look after her. Should the services of the schooner be required outside the harbour, the complement of the crew could be filled up from the vessels of the flotilla at Akyab, or, if thought more desirable, a full crew might be kept up on board ready for any service.

....

14. The proposition contained under the 4th head to double the rates of pilotage in the S. W. Monsoon, the increase being with a view to the

maintenance of this boat, has already been dealt with in the preceding panar, but the heavy charges which would be imposed upon a ship under this rule may be here summed up. A ship of 800 tons drawing 28 feet would lims to pay Rs. 300 pilotage and Rs. 200 port dues, 500 Rs., to which must be added the inward pilotage on say 16 feet Rs. 75, total Rs. 575; such a charge in such a port as Akyab only 8 miles at the utmost from outer pilot swater, would, it may be apprehended, create great dissatisfaction amongst ship owners, and, although it is to be observed that the Chamber of Commerce at Akyab is in favor of a small additional charge being made to enable the pilots to purchase and maintain good boats, it is doubtful if that body has estimated the cost as above shewn, or contemplated the immense addition to a ship's expenses which the Commissioner's proposition involves.

15. With regard to the proposition that pilots should be under the supervision of the Marine Assistant Commissioner, the old rules already provide for this, but if it is desired to bring them more directly under his control and management, there can be no other objection than the tendenge of such a measure to the creation of a Government Pilot Service, which, if desired, can of course be established.

16. And although, with reference to the considerations which I have submitted, it does not, upon the information before me, appear to me desirable to give effect to the whole of the rules proposed, there may be questions connected with Marine Insurances and other matters, with the test of experience on the spot, that may have rendered the adoption of them desirable or even necessary in the estimation of the Mercantile community of Akyab and of the Commissioner of Arracan whose opinions would certainly be entitled to deference.

I have, &c..

FORT WILLIAM, Marine Supdt's. Office, The 1st March 1858. (Signed) H. HOWE,

Acting Supdt. of Marine.

P. S.—The original enclosures received with Mr. Junior Secretary Buckland's letter, No. 260, dated 10th ultimo, are herewith returned.

(True Copy,)

THOMAS JONES, Register, Bengal Secretariat. BENGAL CHAMBER OF COMMERCE, Calcutta, 14th April 1858.

C. T. BUCKLAND, Esq.,

Junior Secretary to the Government of Bengal.

Sin,—I am directed to state in reply to your letter, No. 582, of the 17th ultimo, that the Committee of the Chamber of Commerce concur in the opinion expressed by the Officiating Superintendent of Marine regarding the New Rules proposed by the Officiating Commissioner of Arracan for the port of Akyab: and recommend a reference of the correspondence on the subject to the Chamber of Commerce and the Mercantile community of that place.

I have the honor to be, &c.,

H. W. I. WOOD, Secretary.

APPENDIX I.

Import and Export Duties.

FROM

No. 1249

THE OFFICIATING JUNIOR SECRETARY TO THE BOARD OF REVENUE

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE

Fort William, the 29th December, 1857.

SIR,-With reference to Mr. Lushington's letter to the Collector of Customs, No 222, dated 28th Feby. last, a copy of W. Dampier, Esq. which was forwarded to you with this Office en-

dorsement, No 223 of the same date, I am now directed by the Board of Revenue to enquire what alterations, revisions, or additions the Chamber of Commerce, collectively or individually, would propose to make in the present Table of fixed valuations.

> I have the honor to be. Sir. Your most obedient servant.

W. GREY. Officiating Junior Secretary

BENGAL CHAMBER OF COMMERCE, Calcutta, 12th January, 1858.

Offg. Junior Secy. to the Board of Revenue,

FORT WILLIAM.

Sir,-With reference to your letter, No. 1249, of the 20th ultimo, I am directed by the Tariff Committee of the Chamber of Commorce to request

W. GREY, Eso.,

the faror of your furnishing them with a Statement of the alterations which the Board of Revenue may propose to make in the existing Tariff.

I have the honor to be, &c.,

H. W. I. WOOD, Secretary.

No. 27.

THE OFFICIATING JUNIOR SECRETARY TO THE BOARD OF REVENUE,

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Fort William, the 14th January, 1858.

Sin,-I am directed to acknowledge the receipt of your letter, dated the 12th instant, requesting on the part of the Tariff Committee of the Chamber, to be furnished "with a State-CUSTOMS. "ment of the alterations which the Board may propose W. Dampier, Esq.

"to make in the existing Tariff."

2nd. The Board, I am instructed to state in reply, will be prepared to consider any proposition that may be made by the Chamber of Commerce for the revision of the Tariff; but it would, they conceive, be premature on their part to submit their views at present to the Committee, nor have they indeed as yet consulted the Collector of Customs and the Official Appraiser on the subject, which it is essential that they should do before forming any conclusions of their own.

3rd. I am desired to add that previous to submitting any proposition to the Government for an alteration in the Tariff, the Board will request (if such a course should appear necessary) an interview with the Committee of the Chamber, to settle any differences, or modify any cases that may seem to require consultation and discussion.

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

> W. GREY. Officiating Junior Secretary.

BENGAL CHAMBER OF COMMERCE. Calcutta, 15th January, 1858.

W. GREY, Eso., Offig. Junior Secretary to the Board of Revenue,

Sin,-I have the honor to acknowledge the receipt of your letter, No 27, of the 14th instant.

The object which the Tariff Committee have in view is to limit the discussion, at the interview to which reference is made in the concluding paragraph of your letter, to those articles in which alteration is desired either by the Board or the Merchants; and they believe this would be best attained by a previous interchange of statements : for if they are aware what modifications are proposed by the Board, they would be prepared either to accede to, or shew cause against, them; and vice versa where no changes are suggested they may be passed over without discussion, and much time would thus be saved.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

FROM

То

No. 36 THE OFFICIATING JUNIOR SECRETARY TO THE BOARD OF REVENUE,

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE

Dated Fort William, the 16th January, 1858.

Sin,-I am directed to state in reply to your letter of yesterday's date that the Board do not think that any advantage would CUSTOMS. arise from the course suggested by the Tariff Committee W. Dampier, Esq. of the Chamber, and that they are not therefore willing to adopt it.

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

W. GREY. Officiating Junior Secretary. BENGAL CHAMBER OF COMMERCE, Calcutta, 27th January, 1858.

W. GREY. Esq. Offg. Junior Secretary to the Board of Revenue.

Sis,-I am directed by the Tariff Committee of the Chamber of Commerce to state that no alteration in the existing Tariff is desired by the Merchants. They are aware that the market value of several articles, particularly of Cotton Manufactures, is at present higher than the Tariff valuations, but this arises out of the short supplies consequent on the Mutinies, and cannot be permanent, and they submit that the present values are sufficiently high on an average of years.

I have the honor to be, &c.,

H. W. I. WOOD, Secretary.

No. 494.

FROM

A. R. YOUNG, Esq., Secretary to the Government of Bengal,

THE OFFICIATING JUNIOR SECRETARY TO THE BOARD OF REVENUE.

Dated Fort William, 3rd March, 1858.

Sir,-I am directed to acknowledge the receipt of your letter of the 6th ultimo, No. 68, relative to the revision of the Tariff of fixed valuations, and in reply to inform you that as Mis. Revenue. the Board, the Chamber of Commerce and Collector of Customs Customs, by whom in consultation, the revision of the Tariff would be conducted, all concur in advising that no revision should at present be made, the Lieutenant Governor will not urge the measure.

2ad. His Honor, however, does not perceive that there is any reason for maintaining the existing rates, which are admitted to be below the markot values, a day longer than is necessary, or that there is any advantage in declaring that these rates shall remain unaltered till the close of the year

1858-59. He is not aware that it has been usual to revise the Tariff at any particular period of the year, or to continue it for any specified term.

3rd. His Honor would rather therefore leave it to the Board to take up the question again when any disturbance which may have been occasioned to the Commerce of the country by recent events shall have in some measure subsided. This it is to be hoped will be the case long before the end of April 1859; and in the meantime I am to request that the Collector of Camoma may be directed to use all diligence in collecting, through his appraiser, ecliable data on which to found his suggestions for modifications of the Tariff.

I have, &c..

(Signed) A. R. YOUNG, Secy. to the Govt. of Bengal.

No. 134.

Copy forwarded to the Secretary to the Bengal Chamber of Commerce
W. Dampier, Esq.
for information with reference to his letter, dated
27th January last.

By order of the Board of Revenue.

FORT WILLIAM, The 8th March 1858.

> W. GREY, Offg. Junior Secretary.

APPENDIX J.

Cargo Boats.

Bengal Chamber of Commerce, Calcutta, 15th April 1858.

A. R. YOUNG, Esq., Secretary to the Government of Bengal.

Sir,—With reference to the representation made by the Chamber of Commerce, in September last, relative to the strike among the men employed in Cargo Boats, and to the directions conveyed in the concluding paragraph of the letter, No. 300 of 1th September, to the Superintendent of Marine, I am desired to request you will do the favor of informing the Chamber what measures have been adopted for securing Cargo Boats irrespective of the means which, as a temporary arrangement, were employed for their safety last year.

nor more saucy mas year.

The season is fast approaching when these boats will require protection against the violence of the freshes and westerly gales, and the Committee of the Chamber respectfully re-submit this matter for the early consideration of His Honor the Lieutenant Governor.

I have the honor to be, &c.,

H. W. I. WOOD,

No. 753

FROM

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL.

 T_0

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE

Dated Fort William, the 23rd April 1858.

SIR,-I am directed to acknowledge the receipt of your letter of the 15th instant, and in reply to transmit a copy of Marine,

the correspondence* which has taken place * Letter from Offg. Supdt. of Marine, No. 6902, dated 16th November 1857, 2 Enclosures. Letter to Ditto, No. 462, dated 25th November 1857. Letter from Ditto, No. 134, dated 8th January 1858, I Enclosure.

since my letter to you of the 11th September last, from which the Chamber will observe that the local Marine authorities find it difficult to provide any more suitable measure than that at present in force, for secur-

ing Cargo Boats at all seasons of the year.

2. The Lieutenant Governor desires me to enquire if the Chamber have any further suggestions to offer on the subject.

> I have the honor to be, Your most obedient Servant,

C. T. BUCKLAND. Junior Secy. to the Govt. of Bengal.

No. 6902.

THE HON'BLE F. J. HALLIDAY.

HON'BLE SID

To

Lieutenant Governor of Bengal.

With reference to previous correspondence on the subject, and in reply to Mr. Junior Sceretary Buckland's letter, No. 309 of the 11th September last, I have the honor to submit, for your Honor's consideration, the accompanying report (No. 2760, dated the 9th ultimo) from the Offg. 1st Assistant Master Attendant, in charge, on the possibility of establishing stations on the river for the cargo boats; as also a communication from the principal proprietors of these boats on the same subject.

2. In the 10th para: of my letter, No. 5329 of the 11th September, I stated that it might probably be found necessary to give up some small portion of the river frontage now occupied by ships at the moorings as a quay for eargo boats, and that this might be necessary at two or three points. This suggestion was made in consequence of a conversation held at the time with agentleman largely concerned in the shipping trade of the Port, and who pointed out that however important it might be to lay moorings for ships at every available point, ships would be of little value here unless due arrangements were made for the cargo boats also.

3. As, however, the fullest possible provision of moorings must be the first consideration, the above suggestion need not, I think, be further entertained.

4. Captain Hill does not think that fixed stations for boats, even if pracficable, would be of utility, and gives no opinion on any other means of providing for the difficulty; but he suggests that during bad weather Tolly's Nullah might be converted into a most excellent harbour of refuge, and that a similar arrangement could be effected with the newly excavated canal

north of the town. .5. There would not, I presume, be any objection to cargo boats in either of the above localities availing themselves of the means of shelter at hand during a gale of wind; but the question is what can be done with these

boats under daily and ordinary circumstances. 6. The three gentlemen representing the cargo boat interest, whose letter to my address is submitted for your Honor's perusal, consider that the rule at present in force, which was sanctioned as a temporary measure in September last, that not more than three eargo boats shall be permitted to make fast to one buoy at the same time, to hold on during the day and night in the present freshes, or during Westerly gales blowing directly on the Calcutta

shore, is the best under all circumstances. 7. As no other practical means of dealing with this question are at present apparent, I would beg to recommend for your Honor's consideration that the rule above quoted be allowed to continue in force until further orders, the proprietors of the boats being warned that they will be expected to make good any damage happening to the buoys through the carclessness or mismanagement of the Manjees.

FORT WILLIAM, Marine Supdt's. Office, The 10th Nov. 1857:

I have the honor to be, &c., (Signed) H. HOWE, Acting Supdt. of Marine. CAPTAIN H. HOWE, Secretary to the Superintendent of Marine.

Sin,—In compliance with your directions to report upon the possibility of having stations for cargo boats, I have the honor to submit the following remarks.

lst. The entire river frontage from Armenian to Coilah Ghaut, available for commercial purposes, scarcely exceeds one thousand yards; and this space is broken into by various public ghauts, the Custom House frontage, and Railway landing place, but has neither quay for landing place suitable for boats to secure to; almost all the scaborne merchandize is landed at or shipped off from this locality, with exception of grain which is mostly forwarded from private Ghauts above Nimitollah.

2nd. Fixed stations within such limits, if practicable, would be of no utility, the boat people are constantly shifting from one point to another to meet customers' demands. Loaded or light boats take advantage of the tides to get as close to the vessels they may be ordered to, as possible, and under the most unfavorable condition of trade there cannot be more than 10 per cent. of the lightcrage of this port unemployed, and it would be found very difficult indeed to compel the boats to attend to any regulation confining them to particular localities.

3rd. As there is no registration of cargo boats or blurs, it is difficult to arrive at their correct number; but they may be estimated at about cleven hundred cargo boats and blurs, exclusive of inland boats that occasionally unload about Armonian or at Coilah Ghaut.

4th. During bad weather the entire lighterage of the port is without shelter, hence the loss of life and property is very great, when one of those terrible visitations, (the cyclone) passes over Calcutta.

5th. I would very respectfully submit Tolly's Nullah might be converted into a most excellent harbour of refuge, if it was not considered expedient to make it a discharging dock for country produce; and a similar arrangement could be effected with the nowly excavated canal north of the town; indeed, the latter could be formed into a most desirable Basin, that would not interfere, in any degree, with the canal's ordinary purpose between the Dum-Dum and Cossipore roads.

6th. At present, the whole of the inland produce arranges itself between Armenian and Hatkhola Ghants, where it is exposed to every accident an open anchorage is liable to. But that it would involve a large outlay,

lxiii

B would be practicable enough to convert the present chur land west of the upper Strand Road into very cligible tidal docks, and with good regulations, terminate much of the terrible nuisances concentrated about that heality.

I have, &c.,

Master Attendant's Office, The 9th October 1857. (Signed) THOMAS HILL, Offg. 1st Asst. Master Attendant, (In Charge.)

CAPTAIN H. HOWE,

Officiating Superintendent of Marine.

Sm.—We the undersigned beg respectfully to state that in our opinion we consider the present rule in force the best under all circumstances for the following reasons.

use to towing reasons.

1st. It will be next to an impossibility for the earge boats employed in this river to rendezvous in any fixed station, as goods are daily laden in the boats in different parts of the town; the parties in charge of the ways boats are obliged to avail the state of the tide, to enable them to get along side of their respective vessels.

get along side of their respective vesses.

2nd. To remain at their own auchor in the stream is dangerous from the long line they will occupy, and as a number of steamers from the up-country boats are always passing up and down the river, the unhandiness of the latter being proverbial and well known, they will be daily, nay hourly, fouling the cargo boats, thereby causing damage to the boats and endangering their eargoes likewise.

to the boats and endangering their eargoes increase.

3. For the boats to anchor within the moorings is scarcely possible, from their liability of hooking the chain moorings with their anchors, independent their liability of hooking the chain moorings with their anchors, independent of the ill treatment the men of the cargo boats will receive from the officers and crows of the vessels adjacent to them when therein anchored.

We remain, &c.,

____ CALCUTTA, ____ Novr. 1857. } For H. FRASER,
(Signed) M. ROUSSEAU,
POOLE AND BENNETT.

No. 462.

From

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL

THE OFFICIATING SUPERINTENDENT OF MARINE.

Dated Fort William, the 25th Nov. 1857.

SIE,—I am directed to acknowledge the receipt of your letter, No. 6902,
Mariae, dated the 16th instant, submitting a report from the Officiating 1st Assistant Master Attendant in charge, and a communication from the principal proprietors of cargo boats, regarding the proposal
for establishing stations on the river for these boats.

- 2. In reply, I am desired to state, with reference to the 4th para of your letter, that the Lieutenant Governor considers the suggestion made by Captain Hill for converting the newly excarated Canal, North of the Town of Calcutta, into a harbour of refuge for eargo boats, to be worthy of further enquiry, and His Honor desires that you will, after communicating with persons qualified to afford you information on the subject, report on the feasibility of adopting it. In the meantime, the arrangements already sanctioned will continue in force
- 3. The original enclosures which accompanied your letter under acknowledgment are herewith returned.

I have the honor to be, &c.,

(Signed) C. T. BUCKLAND, Junior Secy. to the Govt. of Bengal.

No. 134

To

THE HON'BLE F. J. HALLIDAY,

Hon'BLE SIR,

Lieutenant Governor of Bengal.

I have the honor to forward the accompanying letter, No. 3217 of the 7th ultime, from Captain Hill, late Officiating Master Attendant, submitting, further remarks upon the suggestions offered in previous correspondence, regarding the conversion of the newly excavated Canal, North of Calcutta, into a Basin for the reception of up-country produce boats, and as a harbour of refuge for the Calcutta cargo boats.

2. The question which presses, is, I submit, not the necessity for increased accommodation for the produce boats passing through the Canals, and requiring to discharge at Calcutta. As far as my information goes, I have so doubt that the traffic through the Canals would be much improved by the arrangement suggested with respect to the formation of a Basin for these boats; but I feel that I am not called upon to enter upon this subject, but to reafne myself to the question of the practicability of providing safe accommodation for the numerous deeply laden cargo boats which require to be in the immediate vicinity of the shipping, being engaged exclusively in transporting eargo between them and the shore.

transporting eargo better text and are the properties of the practice is, for these boats to remain along side 3a. At present the practice is, for these boats to remain along side he respective vessels on which they happen to be employed, or to make fast to the mooring buoys; and I regret that, after giving the subject say eareful consideration, with such information before me as the Master Attendant's Department can afford, I am unable to suggest any arrangement which would materially improve it. The banks of the river on the Calcutta side are so completely occupied by moorings for ships, that no space whatever is left for the exclusive accommodation of cargo boats. There does not occur to me any alternative, but to send them to an inconvenient distance from the shipping, or to allow them to make first to the mooring buoys, and to their respective ships, or to anchor in shore of

4. It has been suggested that a Basin might be excavated for them on the Howrah side of the river, in a central position with respect to the shipping; but to say nothing of the inconvenience which would result from this spot not being immediately accessible by shippers and others engaged in basiness, and the increased cost on the shipment of goods, which it would probably involve, there is this objection, that unless the Basin were protected by locks, it would very speedily silt up; and if the entrance were barred by locks are the sould not enter it, or pass out of it, save at high lock gates, then boats could not enter it, or pass out of it, save at high lock gates, then boats could not enter it, or pass out of it, save at high lock gates, then boats could not enter it, or pass out of it, save at high lock gates, then boats could not enter it, or pass out of it, save at high lock gates, then boats could not enter it, or pass out of it, save at high lock gates, then beauts could not enter it, or pass out of it, save at high lock gates, then beauts could not enter it, or pass out of it, save at high lock gates, then beauts could not enter it, or pass out of it, save at high lock gates, then beauts could not enter it, or pass out of it, save at high lock gates, then beauts of the pass of the

that kind.

5. The same objection applies to the suggestions submitted by Captain

5. The same objection applies to the suggestions submitted by Captain

Fill with regard to a harbour of refuge for boats near the new Canal at

Baug Bazar. But apart from this, I think the scheme offers no result that

would meet the question under consideration; and would not be of any

practical utility. Captain Hill states in his letter before alluded to that

practical utility. Captain Hill states in his letter before alluded to that

boats could only avail themselves of the Nothern Basin "during a flowing

boats could only avail themselves of the Nothern Basin "during a flowing

tide, if the wind as usual during blowing weather prevail from the Northward. The advantage, therefore, to be derived, is at best conditional and uncertain, supposing that deeply laden boats would endeavour to avail themsolves of it; but the well known character of native boatnon is opposed tosuch a supposition. The proposed basin would be upwards of 2 miles from the Custom House, and native apathy would not be likely to encounter the toil of secking so distant a refuge.

6. As regards Tolly's Nullah, it has heretofore afforded shelter to such boats as chose to resort to it, and does not, I think, require any artificial improvement for that purpose. It is a natural harbour of refuge, but is of course only accessible under favorable circumstances of wind or tide.

7. After careful consideration, I find that the present practice sensitioned by your Honor, regarding the cargo boats, cannot be interfered with, without great inconvenience and probably increased expense to the shipping interests of the port; and I would, therefore, respectfully suggest to your Honor that they be allowed, as heretofore, to make fast to the mooring buoys, to their respective ships, or to anchor in shore of them; under certain restrictions having regard to the free passage of other boats, and conditionally with regard to the mooring buoys; damage to which shall be chargeable to the owners of the boats, or the shippers of the cargo contained in them, as may be determined.

FORT WILLIAM,
Marine Supdt's Office,
The 8th January, 1858.

I have the honor to be, &c.,
(Signed) H. HOWE,
Acting Supdt. of Marine.

No. 3217.

FROM To

THE OFFICIATING MASTER ATTENDANT.

CAPTAIN H. HOWE.

Acting Superintendent of Marine.

Sin,—I have the honor to acknowledge your letter, No. 7261 of 30th November 1857, desiring mê to submit any further remarks I may have to offer upon the suggestion to convert the newly excavated Canal, North of Calcutta, into a Basin for up-country produce boats to discharge eargo, and as a harbour of refuge for the Calcutta eargo boats.

2nd. The exerated portion of the canal approaches close to the Dhappa Tall House, where an opening could be effected at a small expense, and, if smale above the Tall House, would prevent any evasion of the canal tolls; loaded bosts would pass in, be in perfect safety, and their cargoes could pass into torm over the Narculdangah and other Suburban Bridges, at about the same expense now incurred from the ghats of the Hooghly. I am under the impression the increased security for both boats and goods would be fully appreciated during the rainy season, when so many accidents occur in the

Hooghly.

3rd. For a harbour of refuge, it would be requisite to span the Cossipore road with a Bridge, as the space west of it, now cleared for the canal, would not stiffed sufficient area, but between the Cossipore and Barrackpore roads, ast afford sufficient to expand the canal into a basin of any dimensions, there is abundant room to expand the canal into a basin of any dimensions, which could at any future period be connected with the southern portion of the canal. The entrance from the Hooghly to the basin could be a simple catting down to low water mark, as boats could only avail themselves of the shelter on a flowing tide, if the wind, as usual during blowing weather, prevails from the Northward.

I have the honor to be, &c.,

(Signed) THOMAS HILL,

Officiating Master Attendant.

MASTER ATTENDANT'S OFFICE, The 7th December, 1857.

(True Copy)

THOMAS JONES, Register, Bengal Secretariat.

BENGAL CHAMBER OF COMMERCE, Calcutta, 28th May, 1858.

A. R. YOUNG, Esq., Secretary to the Government. of Bengal.

Str.—I am directed to acknowledge the receipt of Mr. Junior Secretary Buckland's letter, No. 753 of the 23rd April, which informs the Chamber of Commerce that "the local Marine Authorities find it difficult to provide any more suitable measure than that at present in force for securing

Cargo Boats at all seasons of the year." The Committee referred the question to parties competent to give an opinion on it; they also are unableto suggest any other plan than that of allowing cargo boats to hang on to the mooring buoys; and all are agreed as to the utter inutility of establishing harbours of refuge, or any general rendezvous, for shelter against violence of the weather: in such case the boats would make for the shore at the first convenient opportunity, and there they would be in. safety; but the question is, as the late acting Superintendent of Marine states, "what can be done with these boats under daily and ordinary, circumstances?" The shipping is so entirely dependent upon the boats for loading and discharging that it is absolutely a matter of necessity that those means of conveying and removing cargoes to and from the vessels should be as near at hand as possible; and the Committee of the Chamber are unable to offer any other suggestion as to the mode of securing the boats than that which the local Marine Authorities and the Marine Surveyor of the Port and others recommend.

I have the honor to be, &c.,

H. W. I. WOOD, Secretary,

APPENDIX K.

Oyster Island Light House.

No. 518.

FROM

J. W. DALRYMPLE, Esq.,

Under-Secretary to the Government of India,

To

C. T. BUCKLAND, Esc.,

Junior Secretary to the Government of Bengal,

Dated the 23rd February, 1858.

Sir.—I am directed to acknowledge the receipt of your letter, No. 50, dated the 21st ultimo, with enclosure, and to Home Department. forward the accompanying extract from the report of Lieutenaut Heathcote on the Survey of the Arraean Coast, which contains the reasons which induced the Government of India to suspend the order for the crection of a Light House on

I have the honor to be, &c.,

(Signed) J. W. DALRYMPLE, Under-Secretary to the Goot, of India.

Council Chamber, The 23rd February, 1858.

Oyster Island.

Extract from the Report of Licutemant Heathcote on the Survey of the Arracan Coast, dated the 18th September, 1857.

The first object of this Survey was the rocky patch to the westward of the Port of Akyab, and this has already formed the subject of a separate Report. The Oyster Island and Reef were next examined, and the Channel between the patch above mentioned and the Oyster Roef. This Reef.

Oyster Island and Reef were next examined, and the Channel is rather more than six miles broad with a depth of from seven to nine fathoms, the bottom generally and the same property of the same

is as above described, and is found only in the vicinity of the Oyster Reef, 7½ fathoms being the smallest water midway between these dangers.

The south most extreme of the Oyster Reef is situated in Latitude 20° Oyster Reef.

4½ N. and bears from Oyster Island S. 38° E. distant (10) tenly direction, and is about three miles ing by about two broad. The least water found upon it even amongst the breakers was five feet at low water springs.

There is a good channel between this Reef and that extending off Oyster

Channel.

Island 34 miles broad, with nothing less than 64 fathoms in
it. It is much used by country craft leaving the Myon

River bound to the S. Westward.

The extent of Oyster Island, that part which is never submerged, is very small, being scarcely 215 yards long by 70 broad, and the superficial area was found to be 11,600 square yards. Its height above high water mark is about four feet, and the low serub jungle with which it is covered, alone makes it discernable at any distance.

It is composed of a stratified orgillacous marl, having large boulders,
Oster Island.

A and N. W. at an angle of about 30;—specimens
from the Island have been lodged in the Geological Museum.

As a site for a Islah I

As a site for a Light House it would appear to be of little value. A light in this position would be of use only to native vessels, and as the coasting trade in these parts is very insignificant, tests approaching the coast, it would, served warrant the expense. To vestate they were not in their proper position, and would give warning of the vicinity of land; but this warning would be equally well obtained from the lead: the light would effectually prevent the loss of vessels on Oneste Liebt three

Light House.

Vessels on Oyster Island, but would tend in no small measure to guide them into a dangerous proximity to The best and most arresponding to the Southward.

The best and most experienced seaman cannot judge his distance off a light at night with any degree of accuracy. The appearance of the light

depends entirely upon the state of the weather and of the atmosphere, whether clear or hazy, and of this he can form no estimate to bring into his calculation, for if it be clear over head it may be still very thick in the horizon, and it being impossible to discover the value of this density, an approxmiation even to the distance of the light is unattainable,

Bandon control of the Markov and the utility of which would depend entirely upon a knowledge of the vessel's distance utility.

Questionable from it, and it would be liable to lead into danger on account of this distance being unknown and its being imposed.

sible to asserbini it.

A vessel has this light bearing, say north, and is believed to be distant from it 10 or 11 miles, she steers accordingly to keep elements of the Oyster Reef and make Akyab, but instead of being diager.

10 or 11 miles off she is in reality only 7 or 8, and the

course which would have kept her clear of danger, had she been where supposed, will now in fact take her on to the Oyster Reef. The only warning eren with this light in sight will be the lead, and this without the light would be couldly useful.

A light on Oyster Island cannot possibly be any guide against the danger of the Oyster Reef, for in the mist and luze for which this coast is notorious, or in the thick weather of the S. W. Monsoon, a vessel may be wrecked on this Reed before the light is visible; while a knowledge of its existence would, in many cases, have the ill effect of rendering masters less careful to keep their vessels well to the Southward, which is especially necessary during the S. W. Monsoon when the set to the Northward is very strong.

It might be said that in the N. B. Monsoon when the set is to the S. S. E., a commander might be inclined to keep to the Northward of his Port, and that a light on Oyster Island would be of great assistance to him in so doing; but if by so doing he place his vessel in the vicinity of dangers which might be avoided, he would certainly not be justified in such a course; and the only excuse he could have would be the delay which might be occasioned by getting to the Southward.

An abstract of the Meteorological Register kept during the last eight years at Kyouk Physo and Akyab is appended, to show that a vessel can experience no difficulty, nor any delay of consequence, in gaining the Port of Akyab were she to steer in making it sufficiently to the Southward to keep well clear of the Oyster Recf.

In this abstract the South West Monsoon months are omitted; for the rest of the year the prevailing winds for every week are noted both for

For more ready reference, column No. 1, shows the number of days in each month during a portion of which a vessel could not have made a Northerly or North North Easterly course, the average of these are for January 4 days, for February 4, for Marcl. 2, or 3, for April 2, for May 1, for October 3, for November 4, for December 5 days. Columns 2 and 3 denote the strength of the wind, and shew how very rarely it is not of sufficient force to enable a vessel to do far more than overcome the set to the

This being the case and the probability so great that no delay can arise from making the Port in such a manner as to avoid all danger, it would be highly culpable in the commander of a vessel to jeopardize unnecessarily the property in his charge by steering into the vicinity of dangers which could and should be entirely avoided.

It can be no argument for the crection of a Light House on Oyster Island that the Schooner George Swinton was lately lost there. The light might have prevented the occurrence of this disaster at the place where it happened, but as before remarked could not have saved the vessel from the dangers of the Oyster Reef.

A careful navigator would never sight this light

The Port of Akyab is one easily made, requiring nothing more than a knowledge of the latitude and of the use of the lead. In the N. E. Monsoon the latitude is always procurable, and in the S. W. Monsoon, when it may not at all times be obtainable, there is the greater necessity to keep well to the Southward.

A light on Oyster Island cannot be of any adequate use, and for the reasons before mentioned might become a source of danger.

Akyab has africady the aid of a good light on the Savage Rock at the entrance of the harbour, and there is no need for more; should it however be determined to give extra assistance to the mariner in making this place, the best would be a Floating Light.

moored to shew the Fairway between the Rocky Patch Between Oyster Island, and the Main T. A. S.

Between Oyster Island and the Main Land the tides are much influenced tides.

By the Myon River, the rise and fall on springs being 10 to 11 feet and on the neaps 5 feet.

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A very extensive bar guards the mouth of the Myon River, and is

A true Extract.

(Signed) R. B. CHAPMAN, Under-Secy. to the Govt. of India

No. 612.

Copy of the above letter and of its enclosure forwarded to the Secretary, Bengal Chamber of Commerce, for information, with reference to his letter of 16th October last.

By order of the Lieutenant Governor of Bengal,

FORT WILLIAM, The 22nd March, 1858. C. T. BUCKLAND; Junior Secretary to Govt. of Bengal.

BENGAL CHAMBER OF COMMERCE, Calcutta, 10th May, 1858.

To

A. R. YOUNG, Esq.,

Secretary to the Government of Bengal.

Sig.—I am directed to acknowledge the receipt of the copies of correspondence forwarded with your Office Memorandum, No 613 of 23nd March, by which the Committee of the Chamber of Commerce learn the reasons which induced the Government of India to suspend the order for the erection of a Light House on Oyster Island.

tion of a Light House on Oyseur stand.

But while the Committee admit Lieutenant Heathcote's conclusions as to the inutility of a Light on the Island or Reef, they are nevertheless desirous of recommending to the notice of the Hon'ble the Lieutenant Governor the plan proposed and forwarded with the Chamber's letter of the 10th October last, which coincides substantially with Lieutenant Heathcote's suggester last, which are of a Floating Light. They are of opinion that every assistance should be afforded to seemen in their exertions to avoid the dangers to which they are exposed in attempting to make the Port of Alynh, and that the establishment of a Floating Light in the vicinity of those dangers would be a considerable benefit to the large amount of shipping which are drawn, there by the important trade of the place.

I have the honor to be, &c. H., W. I. WOOD,

Secretary,

APPENDIX L.

Overland Mails

BENGAL CHAMBER OF COMMERCE, Calcutta, 16th February, 1858.

H. B RIDDELL, Esq.,

Director General of the Post Office in India.

SIR,-I am instructed by the Committee of the Chamber of Commerce to forward the accompaning copy of a letter received from the Lords Commissioners of the Admiralty in reply to the Chamber's representation relative to the establishment of a weekly communication between London and Calcutta, The Committee are thereby informed that such contemplated additional service has been abandoned on the ground of excessive expenditure; but that a modification of the existing contract of the service to Bombay had been made which will practically secure to India a weekly postal communication.

It is with reference to this latter intimation that I am desired to address you, and to express the hope of the Chamber of Commerce that the arrangements which will of necessity devolve on the Post Offices here and at Bombay may be such as will enable the inhabitants of this city to derive all the advantages intended to be conferred by the modification alluded to.

The Committee of the Chamber are well aware of the serious difficulties which, in consequence of the disturbed state of the country, have so long rendered the dak to and from Bombay unsafe and irregular; but they trust that, with the removal of all interrupting causes, the communication will be speedily and efficiently restored, and that by the renewal of the former system of expresses the advantages of more frequent communication with England may be extended to this city.

While on this subject the Committee desire me to request the favor of your stating the occasion of the delay in the arrival of the bulk of the last Overland Mail from Bombay, there being an unusually long interval between their receipt and that of the express.

I have the honor to be, &c.,

H. W. I. WOOD. Secretary

THE SECRETARY OF THE BENGAL CHAMBER OF COMMERCE.

Admiralty, 22nd December, 1857.

Sir,-With reference to your letter of the 31st of October last, and to my reply of the 14th instant, I am commanded by my Lords Commissioners of the Admiralty to acquaint you for the Admiralty. information of the Bengal Chamber of Commerce that the additional service at one time contemplated for the Indian Ports was found to involve an expenditure greater than would have been justified, and it has therefore been abandoned for the present, but such a modification of the existing contract for the service to Bombay and Calcutta has been made, as will practically secure to India a Weekly Postal communication, the details of which have been already advertized by the Post Office.

> I am. Sir. Your most obedient servant,

W. G. ROMAINE.

No. 2727

FROM

H. B. RIDDELL, Esq.,

Director General of the Post Office in India,

THE SECRETARY TO THE CHAMBER OF COMMERCE.

Dated Calcutta, 19th February, 1858.

SIR,-I beg to acknowledge receipt of your letter, dated 16th instant. and in reply I have to inform you, that the last Overland Mail from

Bombay was conveyed by runners by Hyderabad in the Decean, and up the Madras Coast. The Jubbulpore and Sumbulpore roads were both

2nd. I trust that shortly the arrangements for the conveyance of the Mails from Bombay will be satisfactory. The chief difficulty is the great scarcity of horses.

> I have the honor to be. Your most obedient servant,

H. B. RIDDELL, Director General of the Post Office in India.

> BENGAL CHAMBER OF COMMERCE, Calcutta, 1st April, 1858.

W. GREY, Eso.

Offg. Director General of the Post Office in India.

SIR,-The extreme irregularity attending the receipt of Overland Mail letters from Bombay is the subject of very general complaint, and has been urged upon the attention of the Chamber of Commerce with the view to the immediate submission of the matter for your consideration, and the carliest adoption of such measures as will result in the accelerated transmission of letters and papers from Bombay, and a more punctual delivery of

The English Mail of 17th February arrived in Bombay on the evening of 16th March, and the Express reached Calcutta on the 26th. By that opportunity several covers were transmitted which were not intended for such special means of despatch, and of course materially and unnecessarily increased the weight of the Express packet. By overloading the runners the object of the Express becomes entirely defeated, and in the present case they who received letters marked for that conveyance complain of having to pay heavy express postage, while on the other covers not so marked, but transmitted by the same opportunity, no such charge is levied. And it appears moreover that newspapers and other printed papers have better despatch than letters, which is manifestly an error, and the Authorities at Bombay do not seem to exercise a proper discretion in this respect.

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As before stated the Express came in on the 26th, and after an interval of pearly a week further portions of the Mail are still arriving. The Committee are completely at a loss to understand the cause of so unusual a delay, and they desire me to express their hope that every inquiry will be made by you to ascertain the occasion of so much disappointment to the public generilly, and that all necessary means will be adopted for the improvement and efficient maintenance of the postal communication between this and Bombay.

I have the honor to be, &c.,

H. W. I. WOOD. Secretary.

FROM

W. GREY, Esq.,

Offg. Director General of the Post Office in India,

 T_{α} THE SECRETARY TO THE CHAMBER OF COMMERCE,

Dated Calcutta, the 3rd April, 1858.

Sir,-I beg to acknowledge the receipt of your letter, dated the 1st instart, on the subject of the transmission of the English Mails from Bombay.

- 2. The matter had already attracted my attention, and previous to the receipt of your letter, I had addressed the Post Master General of Bombay, with special reference to the two principal points of your letter, namely, (1) the simultaneous arrival on the 26th ultimo of the Express and of a large portion of the General Mail, and (2) the despatch of Newspapers before
- 3. I trust that in future the arrangements in regard to these two points will be such as to satisfy the Calcutta public.
- 4. As regards the delay in the transmission of the bulk of the Mail, I fear that a complete remedy cannot immediately be given, the number of Newspapers and printed papers sent by Bombay being very large, and the Mails being consequently of great weight; I am, however, in communication with the Post Master General of Bombay on the subject, and as soon as I

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have obtained the information which I require, I shall be in a position to judge what permanent increase to the road establishment on the line between Bombay and Calculfa it may be necessary to propose. At present it is, I believe, hardly possible to procure the number of horses that are wanted.

I have the honor to be, Sir,

Your most obedient Servant

Offg. Director General of the Post Office in India.

APPENDIX M.

Departure of the Out-going Mails.

Bengal Chamber of Commerce, Calcutta, 30th December 1857.

THE SECRETARY TO THE POST MASTER GENERAL,

Siz.—By direction of the Committee of the Bengal Chamber of Commerce, I have the honor to request you will submit the following remarks and suggestions for the consideration of the Post Master General.

The completion of the Railway from Cairo to Suez, which, it is believed, will shortly be finished, will lessen, by 24 hours or more, the time now eccupied in the transmission of Mails from London to Calentta; and it is considered not improbable that this may effect an alteration in the dates at present fixed for their despatch via Southampton and Marseilles.

present fixed for their despaten via Southampoon is respectfully invited to the amexed tables which give, from 1st January 1855 to the present time, the dates of receipt of latest advices from London and Calcuta, the time occupied is transit, and the number of days between their arrival and the despatch of the next outward Mail. Table No. 1 shows that the average number of days is which the Mails were conveyed from Calcutta to London via Marseilles in which the Mails were conveyed from Calcutta to London via Marseilles and Southampton were 40, and 46½ respectively, and that their arrival was so timed as to admit of 10 days for roply via Marseilles and of nearly 4 for schowledgment via Southampton. The time available for despatches by the schowledgment via Southampton. The time available for despatches by the schowledgment via Southampton. The time available for despatches by the schowledgment via Southampton. The time available for despatches by the schowledgment via Southampton. The time available for despatches by the schowledgment via Southampton. The time available for despatches by the schowledgment via Southampton. The time available for despatches by the schowledgment via Southampton. The time available for despatches by the schowledgment via Southampton. The time available for despatches by the schowledgment via Southampton. The time available for despatches by the schowledgment via Southampton. The time available for despatches when the schowledgment via Southampton. The time available for despatches when the schowledgment via Southampton. The time available for despatches when the via Southampton and the schowledgment via Southampton.

unan sutments.

On the other hand it will be observed that the public here have on an average only 5 days for their correspondence by the return Steamers, which in some instances have arrived subsequent to the departure of the outward Mail; on several occasions there has been but a single day, and frequently only 2 and 3, available for replies, the average being sustained by the earlier arrival of the packets during the favorable Monsoon.

arrival of the packets during the layorinon accession of time in London and With the view therefore to a more equal division of time in London and Calentta, the Committee of the Bengal Chamber of Commerce suggest that the Steamers hence to Sucz should herenter leave 3 days later than they now

is not worse than the real

do, and assuming that the speed of the Mail packets is not worse than the rile at which they now travel, the proposed arrangement would entail no iscuvenience upon the public at Home, while a considerable advantage would be gained by the inhabitants of this case.

> I have &c., II. W. I. WOOD, Scoretary.

Bengal Chamber of Commence, Calcutta, 6th January, 1858.

THE SECRETARY TO THE POST MASTER GENERAL,

Six—The Committee of the Jirapil Chamber of Commerce have learned, from the purser received by the last Malf from England, that arrangement had been made by Hor Major the State of Contents would have the advantage of two Malfa to the advantage of the Malfa to the State of the Malfa to the State of the S

Under these circumstances that remunition of Allas 65 Bagland will be restricted to critically gravagements, and which of Mails 65 Bagland will be restricted for a critical gravagement and explanation of the point angold the letter I had the hone of adherening you on the case to the proposed of the contract of the case of the Camber of Commerce desires not be reason that application for the alternation in the dates of the Stemans deposition from Colonia. Such as Appliedy Gorean by think, district the arrangements proposal by Tier Majorly's Gorean copy think, district the arrangements proposal by Tier Bonday; the interval of a work when opposition of the packets from the colonia of the co

I have the honor to be, &c.,
II. W. I. WOOD,

Secretary.

Table No. 2.

Carotta Mails of	Reached London vid Marscilles and Southampton.	No. of days available for the next outgoing Mail vid Morseilles. Southampton.	London Mails tra Southampton and Marscilles.	Reached Calcutta.	io of days in transit vid M. and S.	No. of days avail- able for the next outgoing Mail.
### 1864 1864	10	500 64 1 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2011 2012 June 2015 June 2	John John John John John John John John		* Too late

Bengal Chamber of Commerce, Calcutta, 30th December 1857.

CECIL BEADON, Esq.,

Secretary to the Government of India,

HOME DEFARTMENT.

\$\tilde{s}_i-1\$ an accord by the Committee of the Chamber of Commerce to. forml for adminish to the Right Honorable the Gooverne General in the Chamber of the contract of the Chamber of

entermy limited,
The Committee believe that the Government of India would derive much
remotione from the proposed alteration, and they trust the Governor Geneal in Consult will be pleased to give III's 'Localship's favorable consideration and supert to their application.

I have, &c.,

Secretary.

o. 385.

J. W. DALRYMPLE, Bog., Under-Secretary to the Government of India,

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE

Dated the 8th February 1858

Str.—In reply to your letter dated the 30th December last, I am directed to acquaint you that the Hen'ble the President in Councille will support the application made by the Bengal Chamber of Commerce to Her Allejetty's Gorrament for

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deepatch of the Mail Steamers from Calcutta three days later than they are now despatched. I have the honor to be, COUNTL CHARRES.
The 8th February, 1858.

Your most obedient servant, J. W. DALRYMPLE, Under-Socy. to the Gort. of India.

SENERAL POST OFFICE, LONDON, 22nd February, 1858.,

Chamber of Commerce, Calcutta,

Sin.—The Pent Master Genral Inte had before him your letters of the 2000. December and (th billion proposity an extremion of the interval between the sirring at Caching for the Mill from 2000 and and the department thereast of the Mill for Radjond and the department thereast of the Mill for Radjond, and I am discreted to equality you, for the Mills mills of the Radjond Chamber of Commune than 111 for Mills of the Radjond Chamber of Commune than 111 for Mills of the Radjond Chamber of Commune than 111 for Mills of the Radjond Chamber of Chamber of the Mills of the Radjond Chamber of Chamber of the Radjond Chamber full consideration.

Your most obedient servant,

T. HILL.

				18	60.	2,40	54.	Result	n 1864.	. 18	55.	18	56.	Result i	n 1856.	11	150.	(4)	57,	Result i	n 1857.
Flags.		Destination.		Tons.	Bogs.	Tens.	Bags.	lacresse. Bage.	Berrase, Bags.	Tons.	Bags.	Tons.	Bigs.	Incress. Bags.	Bags.	Tons.	Bags.	Tota.	Bagu.	Bagai	Decress. Bags.
British,		Lendon,				3,169	03,240	33,240	L.L.	2,494	\$4,787	\$76	7,000		27,787	376	7,000	2,194			
Ditto,	-	Liverpool, Falmouth for orders,	•••			876 366	12,210			963	16,415	1,002	19,953	3,538	21,101	1,002	19,953	4,935	29,571 83,374	-22,671 68,421	********
Ditto.		Cork ditto.				366	3,144	8,144	,	1,787	37,048	4,965	94,551 52,902	57,505 37,777	*********	4.966	94,553	8,459	1,48,500	53,950	
Ditto.	•••	Cowes ditto,		******						497	1,300	1,536	28,480		********	2,997 1,536	- 57,902 28,480	2,006	2,52,138	1,99,416	******
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Ditto, Ditto,	-	Straits of Malacea, Mauritius.		1,001	12,612	2,007	27,400	114,793	*********	4,100	67,063		1,12,021	54,958	********	7,761	1,12,021	14,214	2,11,425	29,404	22,4
Ditto.		Ceylon,				991	0,104	0,154		282	4,165				4,165			280	*******		*******
Ditto.	•••	Madras Ports.	-	420	2,000	-1,825	17,451	15,454		1,033	7,003	528	1,045		6,660	628	1,945	1,577	8.975 7.090	5,145	*******
Ditto, Ditto.	•••	Colentia.				*****	***************************************											945	2,195	2,386	
Ditto.		Arracan,	-	1,835	7,650	2,908	12,183	4,625	********	2,336	7,771	847 107	7,153 960	950	618	847	7,153	625	1,423		5,7
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Ditto,	14.0	Antwern,		*****		******	-		and the same			2,244	. 39,247	39,247 19,854		2,244 623	29,947	\$21	6,142		33,1
Hamburg,		Plymouth.	- 2						********			962	14,432	14,432		962	10,851				10,8
Ditto,	•••	Falmouth for orders,		*****			*******					500	4,478	4,478		560	4,478	1,450	14,804	40,326	
Ditto		Hamburg, Straits of Malacca,		*****					*******			837	24,420	24,420		837 881	24,420	1.2.			24.4
Dutch.		Falmouth for orders.	-	******			Parents	22.2		1,561	21,354	3,104	19,085 52,400	19,083 31,046		3,104	19,085	2,349	3,550		15,5 13,5
Ditto. + 2	***	Cork ditto.	•				********			1,072	20,309				20,300						
Ditto,		Cowes ditto, Hongkong,										663	14,780	14,780		663	14,780	121	13,186		. 1,0
Ditto.		Rotterdam.	-	******			*******			842	15,605	4,702	91,070	77,465		4,702	91,070	1,538	6,900	6,500	64.3
		Flushing,	***				********					892	11,018	11,038		592	11,038				11.0
Swedish, Ditto.	7	Falmouth for orders, Cork ditto,					*******		*********		*********	1,113	12,753	12,763	,	1,113 622	12,753	810	13,052	299	
American.		Falmouth, Ditto.		******			********				*******	2,397	51,650	12,787		2,397	51,680	7,000	1,22,669	71,003	12,7
Ditto,	***	Comes ditto,	0.0	-	mr.		2.52			1000	77.15.74		in the same			terior.		2,167	39,063	39,063	
Ditto.		Bremen,	•••	******								761	7,372	7,372		764	7,372	4400	********		7,3
Ditto.	=	Hongkong, Straits of Malacea.			1755						D		ALT: AL					458	10,800	10,800	
Bremen.		Falmouth for orders.				******						480	6,500	6,500		430	-6,500	-1:818	28,592	22,001	
Ditto, Ditto.		Bremen,			10.0	(77)	Lithing	12711		2012	atta an				ne priine			621	17.6.804	5.80	
Ditto,		Bordeaux, Straits of Malacea,	- 12	*****		·irra.	Sensite.	ATTENNA		TOTAL	2,622				2,612			2559	9,636	- 9,631	2000
Hanoverian,	467	Falmouth for orders:	- :::	120	700	22			4	168	2,632	387	6,721	6,721		387	6,721	453	8,31	1,590	20.00
French,	<i>2</i> 2.	Bordenux,	- 224		1777	228	12,43	2,453	******	12/22/	and control		****	******		314	********	1902			(
Ditto	-	Dunkerque,	. 22	******	******			200		214	11,090	314	·· 6,158	4,058 .2.6,200		383	6,158	202	- 2,033	170.2 2.2	3,1
T/Ditto.		London, propries	-			,	222	*******		2 1	ATTEMATE.	443	200	200		443	200		*******	2242-414	1. 3
Polito, Belgian,	- 422					******	2000		100000	45500				*******		2.591	41,921	509 672	↑ ± 6,600	- 6,60	27.
Danish.	- 111	Antwerp, Straits of Malacen.						******		1;368	24,050	2,391	5,400	6,100	********	317	5,490	1000	13,33	1	4
Portuguese,	-	Hengkong,			****	`		mann.	20.22	122	Cotton					in. 7		450	- 9,19		2
Siamese, Native Crafts,	1	Straits of Malacea,	12			200	2,890	2,880		700	10,000			9,36	- 10,00	2.110	27,910	6.860	- 99,63	71,70	5
1. Ditto.	- 6	Ditto, Tenasserim Provinces	. ::	40	400	855	15,404	15,004		1,496	18,568	2,110	27,935 921	92		242	920	5,255	6.70	5.62	8
Ditto,	- 522	Madras Ports	1	.223	1,050	172	2,003	1,045	********	963	3,07		Same.		3,07	0	Time.	319	96	96	9
- 劉明-1 - 1	150	Sandara ()	. 37	200.00	-		******		** *****	1000				6,15,90	D5,78	7 50,200	8,47,007	87,001	13,06,98	7,53,37	2.94
1		The series of the series of the	- 10	3,605	23,633	14,344	1,45,776	1,22,142		23,77	3,28,78	\$0,30	8,47,96	7 0,10,00	1	1	· makes	13.3	2200		1
1900		Address of agreement	441		Direct of	1000	Sainty .		1	4		1 1 1 1 1	10.00	1		3 Maria		0.00	Jidan	diame.	1
		1		Deduct	1853, 1	025	23,633				De	duct,	3,28,78	0 96,78	1	1	Dec	lect,	8,47,96	2 2.94,33	4
1.8		Advisor Sec.					_	· · · · · · · · · · · · · · · · · · ·		j min.		<u> </u>		6 5,19,17		acreses.	in 1857, I	Ses	4,59,03	3 4,69,01	2
Section 1	•		Tuca	ease in	1854,	10-,	1,22,143	100.5	034 107	nerense	in 1856,	negs,	0,10,17	0,19,11	1	1 3 3	21708	1.10	12.5	1	1
						40.00															

lxxxvii APPENDIX N. APPENDIX N. Trade of Rangoon .- (Continued.) About the compact to the Tride of Rangoon.-(Continued.) Comparative Annual Totalier Statement of Export Tomose, for the years 1853-54, 1854-55, 1855-56, 1858-57, and In May 1857 to 24th February, 1858. weier Morel Street of the opproper value of Articles, shreiny at one view the progress of the housel and Esternal Commerce of Ringing, for the Official Year 1855, 28, 1854-55, 1855-56, 1856-57 and May 1857 to February, 1858. Berries Exports. 1811264 season 5 May 1857 to February 1858. 1886-50 1656-57. FOREST ERPORTA Result in May 1527 to 1853-54. ficher. 1855-57. Value in Man Result in 1835-55. Value in February 1958. Value in Veler in Gen in 1837 to Feb. Value in Value in Value in 1835-57.4 11136-37. Names of Posts. Tons. Ton. I Tens. 1851-46. Tens, pp34. 1554-55. - 1954-55. 1656. Names of Buts licrem. Tone. Torn 0 6,27,127 0 0 031,50,367 9 5 25,55,750 9 4 0 0 0 6,67,622 6 0 7,75,229 7 0 0 0 0 2,42,530 9 0 1,75,751 7 5 United Kinedam. 17,199 7,75,229 7 0 7,65,163 14 6 0 0 0 1,75,721 7 6 3,95,179 8 10 1,58,448 1 2,03,660 1 2 2,098 11 2 2,296 4 6 S-pairt.
Ditto,
Ditto, Square Rizzad Vessele." 6 5,67,431 6 9 5,91,963 12 6 9 2,42,596 9 9 1,25,119 9 6 Astwerp, 16678 7 16 13511 5,57,605 16 8 2,60,615 TRAIS 7 11 6 61,366 12 11 36,471 12 11 (4) \$,67,163 10 61 1,78,963 8 1 of 61,566 12-11 8 6 6 187,605 14 8 6,00,035 15 7 6 6 6 90,335,00 0 0 15,55,000 0 0 8 8 9 1871,504 0 0 12,10,005 10 0 0 0 0 42,000 0 0 13,000 0 0 0 0 0 42,000 0 0 13,000 0 0 United Kingdon, Chies. e 1,57,123 18 0 2,57,000 18 e 13,58,700 0 e 20,35,800 0 e 2,58,720 12 0 16,71,804 0 e 25,40,622 6 10 25,58,484 7 1,967 15 10 25,55,424 7 0 35,15,443 10 10 7.71,000 2 10 1 0 0 0 1310413 10 10 Tind, Cinimana, Aparanas, 4 Aparanas, 6 Aparanas, 6 Aparanas, 6 Aparanas, 6 Aparanas, 6 Aparanas, 6 Aparanas, 7 Aparanas, 7 Aparanas, 8 Aparanas, 8 Aparanas, 8 Aparanas, 8 Aparanas, 8 Aparanas, 9 Ap Calcutto, ... 2.624 Madras Ports, Medicion, Surjamente 19455 185,10,500 G 234,10,500 G 2 Net immune in 1831-56 16,58,271 1 C 1854,271 1 0.42.031 11 8 0.43.001 11 Coleana end Ake Moulecir, Owing to March and April 1858 not being included which completes the official year 1857-59. Export Straits of Malacea Xwise Craft. Arrecan, .. Bende fo May 1837 to Transcrip Provinces Chica.

Ditto.

Ditto.

Streets of Malaco Recelt in 1854-55. Result in 1885-86 Bereit febage. 57. Version Valor in Velocia Yalsen Value in May February 1838. Value in Vilet if. Value in 1555.55. 1857 to Feb 39244 . 1634-51 ** 1854-55; 1800-06. · 1850-55. 1656-57: Doctrons ×1858. Incresso, . . Total, Native Craft, II. Co.'s Steamers, and Transports. 24 | 16,072 4709 Malayan, ... 4709 American, ... 430 Peruvian, ... Madeus Ports. # 343 l 11 10650 0 2,61,319 2 The a chitere of Andaman, Moulmein, 0 0 11200 0 0 120000 0 0 11200 10 11 0,445 0 0 0 1200 10 11 1,00,000 0 0 0 00,000 T 0 2220 2,095 19,859 36,389 4,796 9,964 ton cat by c 0 0 0 2242 0 5 1444747 15 3 H. Co.'s Vessels.... 0 0 0 0 0 0 0 0 3 000 o o o o o o o usum m a usum m . H British Imports, ... Ferrita Inserts. 0 0 0 1.18.551 10 1 91.000 0 0 0 0 1,51,556 12 7 6.19.20 5 11 6.17,290 9:8 0 .1,935 12: 5 5,17,000 6 8 3.21.620 12 . 7 6 4.67.297 2.5 4.11 7.45,333 .6 6 8.47,839 0 71 British and ditto ditto. SEC | 75.055 | 405 | 1.10.854 | 456 | 1.21.845 | 455 | 1.21.854 | 454 | 1.42.571 0 6,00,000 0 0 7,00,000 0 0 0 6 745,955 4 64 G63,915 8:5 Town or management of them a given is inherent of a press, a specimen advance of press, a decrease is decreased in decreased in decreased in the contract of t DOS TR.DES 465 1,10,004 495 1,81,845 455 1,82,824 tt sitest. | t st words Determinations of \$ 1,61,944 12 10 Deduct ... \$0,02,150 6 60 8,02,054 12 616 Deter- 17,04,057 | 0 | 0 1,03,400 14 1 Sim | Est lemmis in 1454 St. . 400,179 : 0 19 1 4,00,179 8 94 Net increase in 1855-95 ... 7,0228 9 111 7,02295 9 110 Net lecreme la 1850-07, ... | (0.50,501 3 | 4)10,50,504 Nee laarense in May 1657,3 | 15,97,710 | 7 10,92,57,710 | 7 10 5,007 12 5,307 50 03,033 50 03,054 65 57,001 274 43,400 207 45,000 500 40,556 520 Foreign Imports of Merchant Vessels, ... the decrease of Rice and Publy is 1856-97 in underfully owing to their price having, follon, but the quantity exceeds that of 1856-66 by 1764,1741 bestern. Total, - 252 42,098 286 44,896 219 60,045 235 34,740 539 1,12,259 292 42,093 255 41,516 519 69,018 330 51760

APPEND

Mark ----

o despel E-mosts from 1st May 1850 to 1st May 18

1855-51. 1851-62. 1822-63. 1833-54. 1854-53. 1855-56. 1856-67. 49,923 69,872 28,100 18,211 5,372 4,974 6,993 7,761 75216 1,00,012 | 1,17,005 | 89,607 | 1,00,518 | 80,150 | 1,25,201 | 93,011 | 1,00,012 | 83,610 17,35,818 18,16,916 16,35,565 9,42,388 12,12,077 12,21,118 17,83,659 14,45,350 10,35,803 35551 05,764 4,53,162 0,11,919 0,02,745 4,94,920 4,04,769 5,95,660 4,04,761 29,767 18,333 44,719 1,14,432 59,429 14,155 1,29,241 1,295,477 12,14,155 1,295,477 12,14,155 1,295,477 12,14,155 1,295,477 12,14,155 1,295 1,295 1,295,477 1,295,477 1,295,477 1,295,477 1,295,477 1,295,477 1,295 1 - 42,142 634660 169,500 7,60,119 5,72,716 7,00,263 7,37,373 2,50,230 7,60,410 5,80,167 \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2, Bourbon, Other Perts, Chins, W.] Indies, &c., ... 12,71,241 14,24,181 8,26,045 17,21,406 24,40,119 20,20,480 0,20,482 21,01,435 45,50,412 Total Expects..... \$1,41,023 \$\$81,502 \$5,43,440 43,80,903 \$2,73,058 \$0,88,003 \$3,15,052 \$2,19,028 \$2,54,548 Total Exports,..... .1.19,429 A87,223 2,50,469 2,52,314 4,62,078 9,50,036 8,50,034 4,61,243 3,70,810 7 | 1,00 | 27,001 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1, 7,94,357 29,476 8,38,101 6,627 10,27,210 2,63,697 | 1696,691 | 19,16,492 | 9,62,599 | 24,35,396 | 26,72,392 | 21,95,180 | 16,66,561 | 19,95,172 Mosrano Sero, Grest Reissin, France, Other Ports, E44,544 3,14,301 2,00,407 5,12,257 12,50,916 5,03,591 5,48,586 | 2,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0,0,0 | 4,0, 65,936 J.25,427 1,153,865 1,00,431 61,244 -4,243 400 4,863 1,287 220 85 49 - 65,980 1,83,170 1,14,516 1,93,679 24,420 11,457 1,556 82,436 35,771 25,178 3,130 2,867 552 2,040 7,056 9,458 2,038 14,573 19,120 215 1,684 2,361 1,10,046 | 60,005 | 27,086 | 5,545 | 23,223 | 25,039 | 15,025 | 37,094 |

IXXIIE

	1850-51.	1851-52.	1852-53.	1853-54.	1864-55.	1855-56.	1856-57.	Average of 7 years 1830 to 1837.	1857-58.
Great Britain, Nos.	4,49,667 3,00,868 1,69,500	2,53,783 1,79,441 1,78,514	9,47,475 2,48,448 74,742	3,17,660 3,25,258 26,553	1,03,100 1,21,104 3,949	2,03,517 2,59,915 88,560	2,50,272 3,33,650 44,100	9,73,653 9,72 559 83,592	4,43,812 1,99,(0) 57,418
Total Exports,	9,28,035	6,12,010	5,70,672	6,60,500	4,11,253	5,81,992	6,23,062	6,23,597	6,86,830
ore Tir. Great British, L. Meia. Other Ports	6,573 50	4,237 110	4,595 118	6,530 19	8,113	7,176 632	.6,676 401	5,592 199	5,847 55
Total Exports,	4,623	4,337	4,713	6,549	8,113	8,469	6,477	6,191	5,947
France,	21,022 2,779 219 435	19,667 2,486 648 022	19,934 1,867 277 646	23,605 2,954 1,041 491	22,334 2,274 365 1,203	9,830 3,763 50 3,812	19,678 1,678 756	18,565 2,513 423 701	10,339 317 284
Total Experts,	21,725	23,123	22,024	27,491	26,179	15,435	15,100	22,163	11,603
France, North America, Other Ports.	26,552 6,694 6,972 8,804	22,142 1,788 11,709 7,501	40,412 9,862 7,717 4,491	26,550 6,585 16,699 5,418	21,484 3,212 12,573 12,946	18,114 7,614 16,197 6,019	18,510 5,000 18,500 4,125	25,885 5,924 12,735 7,048	19,512 10,147 7,442 -2,556
Total Exports	47,012	43,140	62,452	55,372	57,225	47,974	45,425	51,491	49,957
e Drz. Great Britain,	25,437 17,052 1,770	18,716 13,123 1,038	25,123 8,506 2,769 61	27,177 5,310 2,593	13,537 2,423 1,487	13,613 19,858 1,365 68	1,53,70 640 5,065 172	20,423 8,659 2,241 28	16,731 2,350 1,233 245
Other Ports,	46,281	32,877	37,259	. 25,481	17,525	27,914	21,247	31,516	21,458
France,	23,519 2,036 638 2,585	23,637 4,746 3,976 6,578	4,996 750 254	13,131 , 5,920 10,195 L,654	14,583 30,677 33,793 2,764	5,563 1,203 9,468 1,223	2,545 1,004 7,714 1,509	12,914 3,651 6,615 2,268	19,050 6,456 13,164 4,810
Total Experts	20,745	28,957	5,910	30,910	41,817	17,858	12,794	25,591	42,070
Great Reitzin,	10,202 9,792 1,184 6,394	29,783 7,832 2,357 9,532	20,113 19,545 2,588 10,794	1,049 3,093 1,959 19,271	506 1,794 8,628	1,050 907 1,560	9,153 91,515 1,513 1,075	11,621 10,401 1,578 7,574	29,761 23,271 1,941 7,761
Total Experis	27,512	59,554	62,640	19,359	13,723	- 3,517	33,331	30,974	64,745
Great Britain, a	13,436	11,361	102	16,558 609	1,437),472 1,600	16,002 2,551 1,832	16,115 11,639 2,028 743 60	16,066 1,661 1,123	\$ 3,569 2,643 3,354 740
Other Posts, "	726	1,168	1,252	951	2,509	20,592	29,653	18,576	11,906
Tetal Exports, = 1500ER. Great Britain = North America	4,154 32,100 8,043	1,531 25,550 6,608	517 11,170 2,155	1,931 11,892 5,879	334 4,840 3,615	9,797 5,484 6,264	12,120 12,560 8,711	3,331 14,503 4,933	17,224 6,833 93,210
Other Ports,	44,277	32,678	13,972	17,632	9,509	13,545	50,591	23,189	44,597
- Com rospersor	<u> </u>		1 1988	1000	1891	100	19.74	1.00	111,427

Comparative Annual Experts from 1st May 1850 to 1st May 1858 .- (Continued.)

	1810-51.	1831-52.	1852-53.	1853-54.	1834-35.	1855-56.	1856-57.	Average of 7 years 1800 to 1857.	1857-58.
Caesta. Great Britain, I. Mds. France Other Ports,	33 166 30	210 118	274 5 179	1,975 275 134	6,310	9,362 115 509	3,096	0,038 77 108	1,200
Total Exports,	214	328	458	2,384	. 6,310	9,986	3,096	3,253	1,367
TAMARIND. Great Britain, " Other Ports, "	1	Ž							9,812 8,230
Total Exports,	1								18,049
Corros. Great Britain, , China, , Other Ports, ,	11,939 2,91,866 47,888	7,809 4,63,845 24,236	83,326 3,02,107 21,669	22,643 1,62,600 14,310	86,495 4,852	7,972 1,50,349 16,287	39,567 1,61,554 14,052	24,650 2,21,260 20,400	1,92: 6,54: 1,30:
Total Exports,	2,81,186	4,95,890	4,07,102	1,99,553	91,347	1,73,908	2,15,173	2,66,310	9,78
Great Britain,	21,050 6,035 12	9,295 1,079 84	6,319 113	3,905	1,472 2,153	3,960	2,920 563	6,689 1,412 54	9,16
Total Experis,	27,110	10,458	6,432	3,938	3,625	3,396	3,483	8,055	9,25
Caston Ort. Great Britain, France, North America, Other Ports,	55,043 1,795 2,642 11,588	45,295 698 441 3,651	33,793 780 4,543 2,685	13,825 495 2,278 2,413	19,577 3,056 2,737	26,145 806 12,983 4,768	32,203 982 16,091 12,221	32,269 794 6,033 5,609	20,23 3,30 9,07 5,30
Total Exports ,,	71,071	\$0,085	41,201	19,011	25,370	44,702	61,497	44,705	37,99
China, Chests. Singapore,	28,699 .3,543 .330 137	27,921 3,916 398 71	31,433 4,146 571 28	33,941 5,982 836 28	43,952 6,079 1,351 39	. 37,541 6,049 1,970 77	36,584 4,750 1,017 215	34,323 4,923 825 85	32,12 5,66 1,01
Total Exports,,	32,902	\$2,306	36,178	40,787	51,421	44,937	42,566	40,156	38,97
ost. Britain, Galls. France, Genova, Hamburgh, Other Ports,	2,67,901 	1,13,417 3,359 2,66,997	97,612 9,242 3,17,372	2,07,112 22,130 3,00,732	4,62,549 74,610 2,78,797	4,25,466 65 .12,476 .2,09,469	2,29,111 50,107 16,338 40,630 24,805 2,00,939	2,57,594 22,791 2,334 7,586 4,042 2,41,759	75,23 8,83 11,76
Total Exports,	3,89,394	3,83,766	4,24,226	5,29,974	8,15,949	6,47,476	5,61,960	5,36,106	2,04,68
RACOO LEAF, Gross Britain, I. Mds. France,	324 100 6,379	1,045 338 12,419	17,794	22,845	10	26,698	6,223 3,793 38,585	1,096 604 19,985	8,77 2,73 34,76
Total Exports	6,803	12,802	17,794	22,845	15,183	26,608	48,603	21,675	46,25

Comparative Annual Exports from 1st May 1850 to 1st May 1858.—(Continued.)

	1850-51.	1851-52.	1852-53.	18	53-51.	1854-	55.	855-56.	1856-57.	Average of 7 years, 1850 to 1857.	1857-58.
netrolin I. Mds.	6,573	9,034	6,97		13,970	11	,821 579	8,740 1,611	17,042 483	11,165 733	8,822 123
Other Ports	7,299	9,363	8,19	4	14,151	- 10	,400	10,351	17,525	11,598	8,945
Total Exports,	16,349	17,456	16,54	ġ .	19,630 218 432		1,986 61 3,062	16,062 553 1,614	14,840 2,235 243	16,124 440 1,545	16,440 1,384 1,571
Other Ports, "	933	20,858	17,65	_	20,280	- 1	5,100	18,229	17,318	18,100	19,39
Tetal Exports	4,79,250 37,799 43,549	3,61,174 29,861 21,240 1,46,840	4,29,9 43,0 28,1	47 22 20	4,64,625 51,083 33,732 1,82,863		4,685 7,287 6,337 10,670	5,75,886 38,536 6,882 1,44,013	4,13,312 23,365 26,420 1,45,262	4,42,611 35,893 23,755 1,65,261	1,44,87 23,14 11,04 1,70,74
Other Ports,	7,05,356	5,59,12		_	7,21,703	6,	18,979	7,65,317	6,03,299	6,67,520	3,49,7
Jurn. Bales or, Great Britain, I. Mes.	2.00,667	1,86,27 6,79,91 22,78 25,84	8 1,17,4 7 4,28,7 2 22,0 2 24,0	26	1,35,109 4,93,146 51,854 1,14,226 1,322	7,	97,880 22,476 17,282 17,618 46,586	2,85,315 10,41,402 73,761 74,903 3,350	7,59,587 90,44 1,64,45	6,99,027 41,737 75,853	6,1
Other Poris,	7,93,30	16	-	_	6,60,548	-	01,002	11,93,47	10,24,00	0 8,25,975	10,69,
Total Exports, Server Chorn. North America, Pirecs.	2,73,69	4,33,73	5,38,	220	2,26,560		89,260 54	5,44,72 2,54	8,41,97 2 5,61	4 2,16	-
Other Ports, "	2,76,52				2,98,70	6 .	,89,314	5,47,20	4 8,47,58	4,66,19	-
Gesnice, (Baos.) Great Britain, Nost. North America, "	67,56	67,6 15 79,57,9	80 28,09	,100 360	66,50 55,81,35 85,83,90	al s	6,17,150 8,15,243	1,74 92,09,90 1,04,62,11	0 55,05,4	6 54,99,69 10 85,49,90	7 34,03 12 1,24,01
Other Ports, "	66,74,9	63,90,8		-	1,42,31,7		2,32,395	-	1,73,50,8	16 1,40,92,90	1,58,00
HENT. I. Me Great Britain. I. Me North America.	11/5	42 .1. 85 6.	124 16 89 16	0.098 0,335 36	30,8 22,5 3,2	35 81	61,336 13,25 45	1,0	36,5 24 23 33	50 14,3	19
Other Ports,				0,409	56.6	31	75,04	29,1	37 43,7	47 34,1	
Total Exports, In Hides, Cow and Burpalon, Great Britain, No. North America;	18,08,	742 16.08 161 16.52	213 19,5 ,940 17,6	6,025 57,448 92,724	20,48,5 24,44,3 1,76,5	34	15,47,05 25,90,84 1,76,15	2 6,08,0	17 8,25,6 12 4,37,0	49 2,03,11	1,85 1,95
Franto, Other Ports,	2,04,	632 2,05	,811 1,0	15,853	1,07,		91,77	_		40,28.01	6 54,49
Total Exports	1 18	055 2,61	840 1,	14,207	1,71,	194	47,02	5 1,57,5 7 12,85,9			1 15,55
Great Britain,	14,74 1,82	627 12,00 088 40	1,272	28,636 30,000	80,	274	35,50 19,53,21	0 445			16,4

Calcutta Imports.

Comparative Annual Imports from 1st May 1850 to 1st May 1858.

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APPENDIX P.

The Rebellion.

Extract from the "Englishman" of the 25th May 1858.

Tax English press is prolific with charges against the Press and the Chris-The Regists press is produte with energies against the Arces and the Christian seeds of India. If we are to believe the newspapers and some public species is and out of Parliament, the Christian population of this country. met have forgotten the very first principles, and utterly laid aside the carcal ritters of their benign faith. We are accused of inventing the horrid non-ratures or mear nering march. We are accounted or investing the perfuly and their about the mutilations, and of greatly exaggerating the perfuly and stors about the mutilations, and of greatly exaggerating the persisty and crally of the releds. These "gentlemen of England who live at home at cast god it, meany matter to indust their imaginations in accusing their differences that the East of unitruth and of a blood-thirsty spirit towards. filter-countrymen in the Jona of cultrath and of a blood-chiralty quant towards the saiders. "Vengeanen," they are, "is our only eye." Such are the giver designs because the parties. Let us see how they are borne out by giver designs because the parties. Let us see how they are borne out by facts. It would be a found any toward one, as Christians, and the parties of the parties himin nature to have to record such deeds as the natives have recently huma nature to have to record such decats as the natives have reconsty-inhighed in. It is neither a compliment to our political rule, or to our Chris-tian teaching, that our native fellow subjects should have so little natachment to orgovernment or so little understand their duty to their neighbour. It is and reflection that after the rule of a century, the natives should set auis a set reaccion tust after the rule of a century, the natives should ex-therity at deliance, dishonour our women and murder our brave men, helpless women, and innecent children in cold blood: as men, as Christians, and those venen, and unnecent children in cold blood: as men, as Christians, and those naturally identified with the Government of this country, we had every mofive by at the back construction on the and, occurrences of the rebellion.

Rehing but the stern necessities of the case, and the recurrence of strocities. from which every right feeling man must recoil with horror, could have induced us to become the historians of those dark deeds which have made the carea us to become the historians of those dark deeds unter there made the rebellion in India infamously completions in the listory of interaccine wars. We have when opportunity has offered, cheerfully recorded instances of good We have, when opportunity has oldered, cheerminy recorded manances of good feeling and of loyalty and good faith on the part of the natires, but these have been "like angels" visits fow and far between." The general picture has been a dark one, made up of something darker than shade. Official and other authentic documents, which have appeared in the public journals.



have been records of unexampled treachery, brutal murders, and of other acts which for the sake of our common humanity we will not repeat. Authortie and official accounts of the conduct of the rebels at Cawupore, Delhie, Mecrut, Jhansi, and other stations, place the matter in debate beyond the possibility of dispute. Is it not a fact that hundreds of brave men, helpless women, and innocent children, have fallen victims to the blood-thirsty temper of the rebels; and is this not sufficient to satisfy the maw of these mandlin humanity-mongers; or will they not be satisfied with the fact, that we live amongst a people who would, if they could, exterminate us root and branch and who have indicated their disposition pretty clearly by the deeds they have already performed? These apologists for the rebels, unable to ignore the murders, call for living evidences of the mutilations. They ask for a mutilated English lady, and one of her sisterhood offers, if she will show her mangled body, to give her a pension for life. To us there is a melancholy satisfaction in the fact that we cannot satisfy this morbid craving after the horrible. Tigers do not generally leave the mangled carcases of their victims as an open show for the gratification of sight-scors. They kill first, and mangle afterwards, or death accompanies their mutilations. Happily, so far as that word can be applied in such cases, happily for the victims of the rebels, death has hid their mutilated and dishonored bodies from the gloating gaze of those who, like the incredulous apostle, will not believe except they sec. The only way, that we can think of, by which this morbid craving after the horrible can be gratified, is to exhume the bodies of the unfortunates from the well at Cawapore. We do not advocate this plan, but if it should be done, we have no doubt but that it would prove that many buried there suffered not only a cruel death but barbarous mutilation. We are, even so far as this kind of proof is concerned, almost limited to the well at Cawnpore, seeing that the bodies of the vast majority of our murdered fellow-countrymen and countrywomen were in other places left without the covering of a grave. Should there however be any mutilated women left alive, it is not likely that they, any more than those who have been dishonoured, will make a show of themselves openly to satisfy the incredulity of such men as the Riches and Buxtons of England. One fact it may be well to repeat for the information of these apologists for the rebels-the graves of our dead were not respected, and it may be fairly inferred that those who could not respect the dead would have but little regard for those whom they had dishonored.

That many of our countrymen and country women and their children were muthated by the rebels we have no doubt; to doubt it, would be to doubt the evidence of natives and of others who saw with their own eyes the sad seens which have stamped with indelible infamy those who were the chief stors in these brutal deeds. So much for the muthations. Dead men tell no takes, they cannot relate what happened, and if the testimony of living winesess is to be ignored, how are the horrid facts to be proved. The ricks will not become witnesses against themselves.

And now for the cry for vengeance which it has been asserted the Christian people of India have raised against the natives. We have not called for rengeance, but for justice; all that we have asked has been that the violators, of law, human and divine, should be dealt with in the spirit of British law. We have not even asked that the extreme penalty of the law should be carried out on every murderer, or on those who have been accessories before the commission of the acts, but we have asked that such an example should be made of the murderers that the people of the Bast generally shall be made to feel that they cannot indulge in the gratification of unbridled passion, rebellion, and murder, with impunity. We only ask that the spirit of righteous laws shall be maintained, and we know that this can be done without a sanguinary sacrifice of even criminal life. We do not seek to punish the innocent with the guilty; but we do ask that the guilty may not be allowed to be treated as if they were innocent. We have asked thus much, nor are we ashamed to acknowledge that we have done so; and we feel assured that right feeling and right thinking men in all countries will approve the vordict at which we have arrived. We will suppose a case in illustration of our position and meaning. Should a single soldier in Britain lay foul hands on one of the daughters of her aristocracy, and dishonour and murder her, had he taken her unoffending child, and massacred it before her eyes ere he had despoiled her honor, or deprived her of life, or had a single regiment allured its officers by fair speeches to a sudden and barbarous death, how would the whole country have rung with crics for justice on the perfidious murderers, bound to defend those whom they murdered, and to protect those whom they dishonored and massacred:-the national spirit, roused, would scarcely have waited for the ordinary processes of justice to run their

course.

When however lundreds of the aristocracy of this land have fallen victims to the perfidy and brutality of monsters in luman form, by the lands of the soldiers of a pumpered and well paid army, there are found men ealling themselves Englishmen, and laying claim to a larger share of humanity than usual, who will rise up in the British scande, and in assemblies of English men and women, or who profess to guide public opinion through the press, and deny the statoments of their fellow countrymon in India, and defend the rebels

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against the grave charges brought against them on official and other well authenticated evidence!

It were idle to reason with such people. They will only believe when the mutilated shall rise from the dead, and show them their dishonoured and mutilated bodies. That there are such men we know, and we regret it. Men they are whose tastes and feelings lead them to have more sympathy with desperate criminals than with helpless sufferers. That they represent a class of morbid humanity-mongers we believe; but that they are the representatives of the honest right thinking people of England we will not consent to believe.

These men have calumniated their follow-countrymen in the East, and have taken the rebels under their patronage. We can however bide our time, the thing will right itself, we have indications that it is doing so already. The prolongation of the rebellion and the demands made by it on the people and purse of Britain is beginning to make John Bull open his eyes to the real character of the rebels and of the rebellion, and once his eyes are opened, and he sees for himself, he will see that he has erred in the past and will be repentant and energetic for the future. We can for the present take refuge in the assurance that we have called not for vengeauce, but for justice, and that our demand is such that it will meet, if not with the approval of the fleeting feeling of party, with the honest convictions of right thinking men, and with the approbation of impartial history.

Not satisfied with patronizing the rebels and denying their atrocities, this same party has turned the table on our army, and on those brave civilians who have saved the State. They say our soldiers and loyal civilians have been guilty of a fearful and needless waste of human life. They have roasted the natives alive, and killed numbers of innocent people. We can only say we have not heard of these roastings, or of those wholesale slaughters, There was a rumour that some English soldiers had treated certain natives at Bilhoor in a barbarous manner. The subject was at once enquired into, and it was found that some Seikh soldiers in our pay had treated some natives in a cruel manner; but it was proved that no such act had been indulged in by a single British soldier, and the brave officer, who had the command on that occasion, said, "if it could be proved that any British soldier had so acted, he would hang him on the spot," and in this sentiment every soldier of the force must have cordially acquiesced. It would be sheer nonsense to say that in such a war innocent people have not suffered, and it would be equally foolish to state that in such a war everything had been conducted on principles of the strictest propriety. Show a civil war where such has been the case; but we do take upon ourselves to say that during this bloody strife

our troops and our countrymen in arms have not sacrificed the honorable reputation they have ever carned when contending with ungenerous foes.

The rebels have been by this same party not only patronized but raised to the high position of patriots. If they have no patriotism, writes an influential religious journalist, why do they fight? It is for their religion and for

Had the rebels been patriots, had they acted as such, we could have adtheir country they contend. mired their conduct. There is that in the hopeless struggle of a brave people for their faith and their country which secures the approbation of all, even of those whose rule they seek to throw off. The Circassians in their fruitless fight for liberty have ensured the approbation not only of living men but, of posterity. Had then the rebels been patriots, had they said nobly, "we will try to rescue our country from the rule of our conquerors," had they done this in an open and manly spirit, and treated their officers and their wives and children as brave foes would have done, had they had a noble object in view to make their country better, to govern it by more righteous laws, to develope its resources more fully, and to make its people happier—had they put forth as a plea for their rebellion, that they wished to give India a place amongst the independent nations of the earth—had any of these things oozed out in connection with the movements of the rebels, or had they developed themselves as the rebellion riponed they would have been ranked by us amongst honorable foes. No gleamings of such greatness or goodness or patriolism have, however, shown themselves in connection with this sad outbreak. Originating in mere hatred of race, and in the ill-digested plans of cunning and imbeeile leaders, without generous impulse or noble principle to sustain it, nationally purposeless and disunited, the work of anable, headed by lawless mercenaries, its object plunder and immediate self aggrandisement, and not the rescue of a nation from foreign oppression, and the establishment of an independent empire—the conduct of the rebels deserves any appellation but that of patriotism. Nationally purposeless in its origin the rebellion has produced no great man, no commanding civilian, no brave warrior. It has produced monsters like the Nana or the Rance of Jhansi. It has brought on the surface one or two who under other circumstances might have become illustrious. Kooer Sing had in him the elements of a brave man and might, had he fought in a good cause, have secured an honorable fame, but he stands almost alone amongst the rebel chiefs. At any rate however with a few exceptions, the rebel chiefs have given only such proofs of skill or bravery as are possessed by daving brigands who have relied for success, not on their ability or bravery but on the numbers who have selected them as their leaders. With a slight alteration a couplet, applied to not the most respectable portion of the British community, might be applied to the rebels,

"True patriots we, and be it understood,
When sent away by others, 'twas for our country's good."

Patriots do not dishonor women and murder brave men and unoffending children in cold blood. They are men of different metal to those who have figured in the Indian rebellion of 1837-58.

"They fight for their religion," says the journalist referred to, and therefore he would have us believe they must be patriots. We have yet to learn that religious motive or zeal for religion can be an excuse for evil deeds. We do not believe that the end will justify the means, or that zeal in the cause of a religion which inflicts injury upon men will entitle those who act under its influence to the character of patriots. On the contrary, we believe, all war waged for the supposed defence of religion to be bad. If it be a good form of religion it does not need the aid of the sword to defend or to propagate it, and if it be bad in principle and in practice, when allied with military power, it can only inflict miscry on mankind, and ought not to be upheld or enforced by the sword. Supposing the statement, however, to be true that the natives have fought for their religion, will that excuse their barbarities? and what must be the nature of the religion which can produce such fruits. God forbid that anything laying claim to the religion of heaven should have been the parent of this rebellion. Religion has had to bear many an unlawful burden, let it not then have placed upon its shoulders the horrid crimes of this frightful outbreak.

It is true Malomedanism allows no rival near its throne. Where it is rampant it allows no voice but its own to be heard; where it is tolerated it bides its time, waits patiently for an opportunity to assert its right alone to represent God amongst men. It may have prompted its disciples to seek the extermination of the Christian race, but is that patriotism? Will that excuse the conduct of its disciples during the rebellion? If the cause of the rebels is to be defended on this ground it only makes their cause the worse. If their creed is to be propagated by the marder of a whole community, it must be indeed abad creed, and ought not to find apologists amongst men who are in their own estimation superalively lumane. If the bad acts of men are to be defended because they have their origin in religious motives, then may we find an apoly all the violations of the laws of heaven which have been indulged in by ambitious escelessiates, expersitious rulors, or by misguided, excited, and ignorant, funaties. The murder of the Sariour would

on such a shewing raise the Jews to the rank of Patriois, and the massacre of St. Bartholomev, be an act worthy of commendation. It requires something more than fighting zeal in the cause of a good faith, and much more in a laid one, to make men patriots. The Hinds faith is not a fighting, though it be an exclusive, faith, nor do we believe that the Hindsus, if left to themistre would from religious motives have done the things which some of them have done during the rebellion. And if they land, it would in their tases as in the case of the Malomedaus, have been no excuss for their conduct. Religious motive however deep or sincero can never be an apology for a bad deed, and had deed sfrom what hever motive they may spring can never transform those who do them into Patriots.

"They fight for their country," says the journalist under review. Fight for their country-what is meant by this expression? We suppose the British journalist means that the robels fight for the honour of their country, for it is for this that Patriots always contend. This, however, whatever may have been the motive of the robels has not appeared in their conduct, and if it was their object they have most signally failed in their enterprize. If erer a people brought shame and dishonour on their country, it has been the rebels of India. They have carned for themselves a world wide infamy, and have placed themselves beyond the pale of honorable foes and true patriols. They have introduced only disorder and confusion into every department of society, commerce, education, science; and every good work has been paralized or destroyed by their movements; confusion and every evil work have only followed in their train; and if they had the country in their possession to-morrow, if the past may be taken as an index of the future, it would be confusion worse confounded. Would they accept the Nana as their ruler, nay would there not be a thousand Richmonds in the field? Would they tolerate, each other's creeds? Would education, art, science, commerce, and civil and religious liberty find a home in the land? No. If the British power were to pass away from India, the tide of civilization and improvement would be at once rolled back to its ancient limits, and the country instead of being benefited would be blighted by the change. How then can the rebels be said to be fighting for their country? Not for its konor, not for its benefit, most assuredly. The only hope for India is in the continuance of British authority and the impulse of British enterprize. Britain has not, we admit, done her duty to Iudia, but she has done much more for India than India would have done for herself. She has within her borders the elements of vast wealth, but she has not the elements of self government. Her people are not fitted to raise her to a place amongst the independent nations of the earth. She has for centuries been the prey of foreign powers, and her only hope is in being governed by the most liberal and powerful nation under heaven. India must be the appanage of some western nation, and should she change masters, should she get France or Russia as her rulers, she would find that she had geined a loss by the change. Bagland has not done all that she ought to have done in India, but she has done for her more than any other European power would have done under similar circumstances. Russia and France might have given her more byones, but they would not have bestowed on her those institutions which have made little British great amongst the nations, and which will yet under British rule make this vast Continent the richest jewel in the British Crown.

1858.

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Col. utta. 30th April, 1858.

The Mutlah

BENGAL CHAMBER OF COMMERCE,

Calcutta, 21st October, 1857.

A. R. YOUNG, Esq.,

Secretary to the Government of Bengal.

SIR.—The Committee of the Chamber of Commerce are desirous of obtaining information regarding the new Town on the river Mutlah, and they instruct me to request the favor of your furnishing the Chamber with such returns as His Honor the Lieutenant Governor may be pleased to grant.

The Committee's inquiries are, for the present, directed to the progress of the arrangements which, they understand, were sanctioned by the Supreme Government with reference to an organized plan for laying out a new Town; and they are also anxious to receive the fullest information respecting the Shipping that has visited the Mutlah, with details as to names, tonage, quantity and description of goods and produce imported and exported. Returns of the number of accidents to shipping with particulars would also be acceptable to the Chamber.

The Committee have learned with much regret that there has been a considerable mortality among European Crews and others; and they would be glad to be put in possession of any report which the Government may have received regarding the sanatary condition of the Mutlah and its neighbourhood, and the health of the residents and people generally.

I have the honor to be, &c.,

H. W. I. WOOD, Secretary, No. 1403.

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL,

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE,

Dated Fort William, the 9th November, 1857.

Sun,—With reference to your letter, dated the 21st ultimo, I am directed feares! by the Licuitemant Governor to transmit the accompanying copy of a letter, with its enclosure, from the Superintendent, when the superintendent of the Town and Port of Mutlah, reporting on the Newmenter 1851.

golicited information regarding that Port.

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

C. T. BUCKLAND, Junior Secy. to the Govt. of Bengal.

No. 21 of 1857-58.

From

HUGH LEONARD, c. E.,
Superintendent of the Mutlah Town and Port,

To

THE JUNIOR SECRETARY TO THE GOVERNMENT OF BENGAL

Calcutta, 2nd November, 1857.

Sin,—I have the honor to acknowledge your No. 1350 of 28th ultimo, forwarding a letter from the Secretary to the Bengal Chamber of Commerce, dated 21st ultimo, and requesting me to furnish a brief report on the several points on which the Chamber require information.

The points on which the Chamber wish to be informed appear to be,
 1st. The progress made in laying out the new Town.

2nd. The number of ships which have visited the Mutlal, their names, tonage, quantity and description of imports, quantity and description of exports, the number of accidents to the shipping and their particulars.

3rd. Any reports the Government may have received with regard to the sanatary condition of the Mutlah. This enquiry is preceded by a remark, that, "the Committee here learned, with regret, "that there has been considerable mortality amongst the European." "Crows and others." I shall answer them in the same order as far as my knowledge of the facts enables me.

3. Up to the 1st instant about 8,000 beegahs of the jungle on lot 54 have been cut down, and bunds of the description, used to protect Soonderbund land from inundation round it, about 6,000 beegahs of the western ends of lot 54 has been let out in three farms which are to be cleared by the end of May 1858 there only remains now about 2,500 or 3,000 beggals of lot 54 to be cut; this can, and will, easily be done before the end of the ensuing cold season, about 500 beegahs of jungle have been cut on the Mutlah front of lot 50, and arrangements are being made for cutting the whole of the square mile reserved by Government for the site of the Town. A plan of the Eastern or Mutlah side of the proposed Town has been prepared, and sanctioned, the shipping merchants lots on the Mutlah front, and two rows in the rear of them, have been staked out on the ground. Two tanks have been dug, they will be cleared out, resunk and enlarged this season, thirteen shipping merchants have been assigned lots on the Mutlah front, four temporary Salt Golahs have been creeted capable of bunding about 1,20,000 maunds of Salt.

4. The annexed Tabular form contains the information required concerning the Shipping, but I beg to remark that I am not officially acquainted with the nature of the imports or exports, and perhaps there may have been some accidents not reported to me.

5. Government may have received reports of the sanatary condition of the Mulah of which I am not aware; I have made none however, having spent the principle part of the last twelve mentle there, and being the principal officer in charge of it, I may be expected to give my opinion—it is this. During the months of December, January, February and March, I think: it is very healthy; in the month of April, natives (not the native ryots, they appear to get quite as good health as Bengallees any where clee) suffered rery much from fever, though few died. In May and June nearly all, if not all, the Europeans had fever, but I am not aware of any who died there, and few were very iil. A large proportion of natives had forer also. There appears to have been less sichenses during the months of July, August, and September than in May and June, but few if any Europeans remained, during those months. At present we have 800 men at work, there is very little sickness amongst them. Natives from other parts of the country who are brought there suffer much more than Europeans. Choleria is less prevalent than in many parts of Boughl, I am not aware of considerable mortality amongst the European Crews, only one man died in the Mutlah that I heard of, he belonged to the Shecknesson and was ill when he came, but men who ceme up to Calcutta ill may have died, of which I did not hear.

I have, &c.,

(Signed) HUGH LEONARD, c. E., Supdt. of Mutlah.

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ŝ	Name of Ship.	випоТ	Descrip- tion.	Quantity.	Descrip- tion.	Quantity.	Romarks and accidents, &c.
1	1 Marian Moore,	1036	Salt,	Unknown, Rice,	Rice,	Unknown,	Unknown, Reported to have struck on Hoojildee
	Shockomoxon, Fulwood,	1367	Ditto, Ballast,		Ditto, Ditto, Ditte,	Ditt.,	No accident reported. I was told she
	Hoffy	480	şiç	Diffs	Ditto	Ditto	Bank coming up.
	th M	453	Salt,	Ditto,	Ditto,	Ditto,	No accident reported.
_	William Lutber,	11,					lah, came up to the Port leaky,
		500					was grounded, remained for some time unloading Salt, left for Cal-
							Cutta for repairs: went down in the
-	7 Constantinople, 1217	1217	Salt,	Ditto,	Rice, Unknown,	Unknown,	No accident reported, but I have been
							Mutlah, when going out, was sup-
86	Glaneur, Seebpoor,	410		Ballast, Ditto,		Rice, Ditto, Ballast, Ditto,	No accident reported.

HUGH LEONARD, c. E., Supt. Muliah Town and Port.

H. W. I. WOOD, Esq.,

Secretary to the Bengal Chamber of Commerce.

Sin,-In reply to your letter of the 21st November and the information which you request respecting the New Port at the Mutlah, we have much pleasure in giving the following details:-

Your enquiries are,

1st. As to the number of vessels which have visited the Mutlah, &c. The number of vessels which have visited the Mutlah are 11 vessels; the amount of tonnage, 7,036 tons, and particulars of the import and

export cargoes, &c., are stated in an appendix, marked A.

2nd. The nature and extent of accidents to ships, &c. We are only aware of one accident, viz., that to the William Parker, which, as we are informed, entering at night, struck on the Roy Mutlah sand, then proceeded up leaky, was beached and capsized close to Ellengunge; the Glaneur and Seebpore, to our consignment, came in without

3rd. Facilities and arrangements for loading, discharging, &c. Pilots.

ore. ... caumides and arrangements for roading, discharging, &c.

The Government built four Cutcha Salt Golahs, and have a hulk which serves as a Custom House and Pilot Station, and the following Firms hold from 25 to 50 begghs of cleared land, on most of which godowns have been erected.

MESSES. WIENHOLT, ERNSTHAUSEN & Co.

- JOHN BORRADAILE &.Co.
- LANGLOIS & Co.
- LIVINGSTON & Co. R. G. GHOSE & Co.
- SCHOENE, KILBURN & Co.
- H. PRICE & Co., (commenced a dock.).

There have also been numerous applications for lots out of the Government rnere have also need managerous approximations for tots one of the Government grant No. 54, as previous to the establishment of the Port there was not local use for River Craft, but little is found there beyond the boats engaged

Ath.—The progress and extent of allotment and clearing of land. in the conveyance of wood.

Of the lots in the immediate vicinity of the Mutlah River, Government have cleared the greater part of lot 54, and we believe are clearing the remainderGovernment are likewise clearing one square mile of lot 50, adjoining. By private individuals the following clearances have been made-

6,000 beegahs in lots 48 and 49 14,000 .. 133

> 4.500 , 43 and 129

and generally throughout the Sunderbunds clearing and paddy cultivation are gradually progressing. There has not been sufficient trade as yet to induce any Firm to keep an establishment permanently at the Mutlalr, but Baboo Ramgopal Ghose has nearly completed a steam rice cleaning mill, and contemplates putting up jute screws. Labour when requisite is procurable. The ryots are increasing, and on lot 133, from 52, in 1856, the number has increased to 125

5th,-The health of European and Native scamen, &c.

We have heard no complaints of sickness with Native seamen; from May until August last year the place was considered unhealthy for Europeans, but this was attributed to the wood cleared not having been burnt, but allowed to rot, through the rains. Captain Donnahoy, an old resident, would willingly appear before your Committee and give any details. The cold season is considered equally healthy with Calcutta. Our opinion is, that throughout the hot weather the Mutlah will be unhealthy until the clearances are more advanced.

6th.—The opinions of the commanders of vessels, &c.

The commander of the Glancur, consigned to us, complained of the imperfect communication with Calcutta, and of the detention to his Ship. "The Glaneur made her appearance three months after the time designated, and when consequently not expecting the vessel, we had sold the half of the cargo prepared for her, hence the detention.

7th.-The existing means of communication, &c.

The present means are through the canals by boats, which reach easily in two tides; a small steamer would be of much assistance.

Speedy communication with Calcutta is so necessary that we think the Chamber of Commerce should press upon Government,

1. The granting every facility towards the formation of a Railway. We are also of opinion that Government should be urged,

2. To continue clearing their land, by which one great cause of unhealthiness would be removed before the Port becomes extensively used, and

3. To form tanks, the fresh water from such being available in the second

It appears to us that the necessity for a new Port must force itself upon Government, and the Mercantile Community. A new cra is now commencing, attention is drawn to India, Railways will open up-the-country, and the trade will become too vast for a River, at present, over-crowded with shipping. The natural advantages of the Mutlah are great, while the difficulties are less than have been overcome at Akyab.

These advantages, may be summed up shortly, as— 1.-A saving of 35 to 40 miles in distance, as compared with the Hooghly.

2.—Less charges to the ship (estimated at 10s. per Ton). 3.—Less danger, the Mutlah having a better channel than the Hooghly.

4.-A saving of one to two days in time.

5.—The situation of the new Port, an enormous quantity of Produce, Rice, Hides, Jute, Cotton, &c., &c., which if shipped from the Mutlah would avoid Toll dues, and additional water carriage of 45 miles. Mr. Galiffe has been good enough to furnish a very interesting statement, (which is attached in appendix B.) by which it appears 1,72,485 boats or 15,89,197 Tons thus reached Calcutta, last year. And we may add, the opinions of those practical men who have visited the Port are very favorable. Captain Lovell said, "with any new Steam Company, the Mutlah would be the Port". The Railway or a small Steamer would convey Passengers to the Mail Steamer, and she could proceed, and be at sea that day.

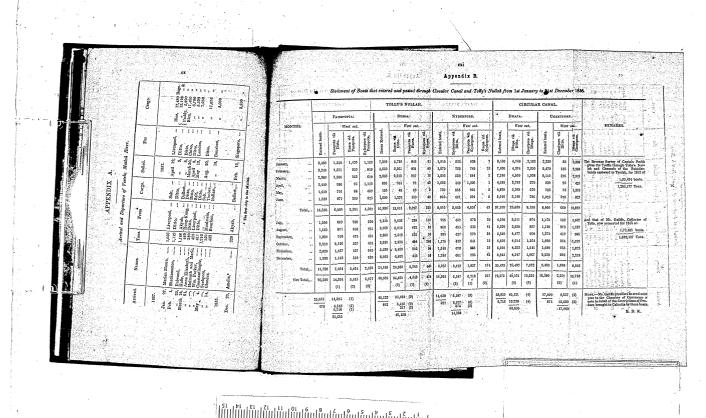
On the other hand the difficulties to be overcome are, want of speedy communication with Calcutta, fresh water, and the usual difficulty of induc-

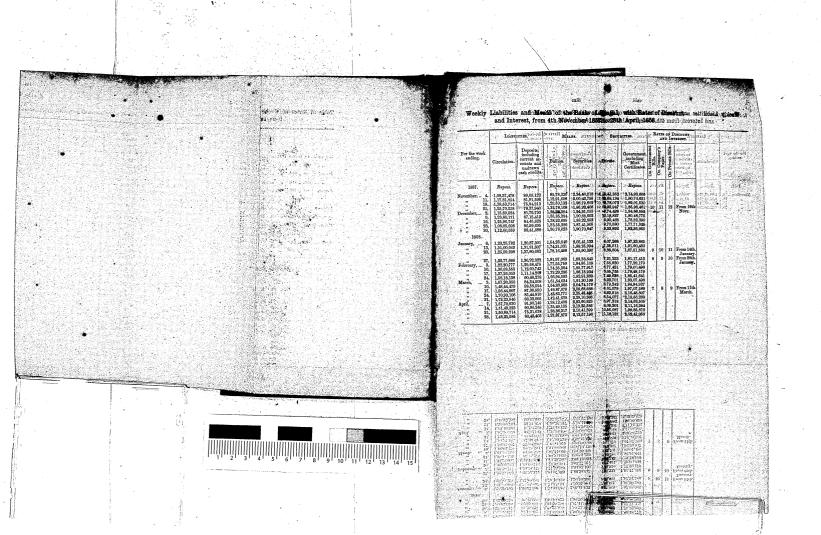
ing natives to enter upon new undertakings. The Government by buoying the River, by placing a light vessel, and in their arrangements for the allotments of land, have done much to encourage Merchants. We find ship-owners anxious to send their vessels to the Mutlah, and several vessels have received directions to proceed there. Some have been diverted however, and we do not this year anticipate that so many ves,

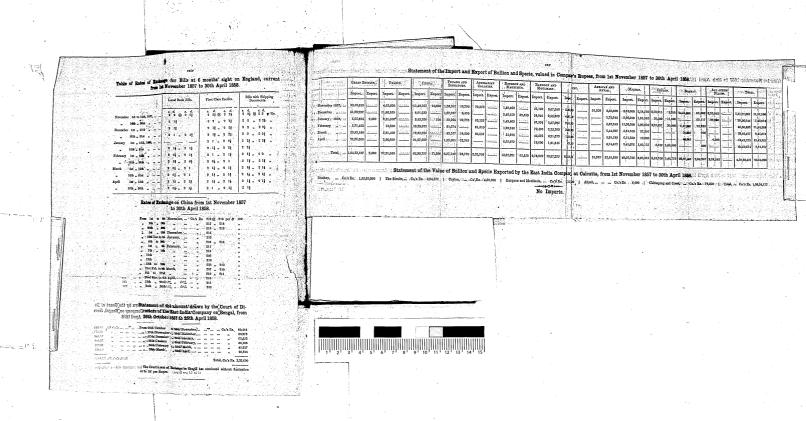
We beg to annex a sample of Cotton grown on lot 48, together with copy sels will frequent the new Port. of the report from Mr. Blechynden. The experiment has been so successful, that a larger quantity of seed is now on its way out, with the view to a trial on a more extended scale. We shall feel obliged if your Committee will forward the sample for the opinion of the "Liverpool Association for the growth of Cotton in India,"

and we have the honor to remain, Yours faithfully,

SCHOENE, KILBURN & Co.







Statement of the Import and Export Tonnage of the port of Calcutta, from 1st November 1857 to 30th April 1858.

					In	PORT.	1								Ex	PORT.				:
For the	I	Iritish.	Αш	erlean.	Fr	ench.	An Fo	other reign.	M	onthily Fotal.	В	ritish.	Am	crienn.	Fr	ench.	All Fo	other reign.		onthly otal.
Mexic or	Ships.	Tonnage.	Ships	Tonnage.	Ships.	Tennage.	Ships	Tounge.	Ships.	Tonnage.	Ships.	Tomasgo.	Shaps.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnige.
Nevember 1857.	92	75,792	24	20,281	17	8,167	.0	4,224	142	105,464	47	28,784	13	11,527	6	2,348	3	1,012	G8	43,760
December	46	27,214	17	13,487	13	5,650	11	691	77	47,072	63	48,353	14	11,185	15	6,006	4	1,698	96	67,2-2
January 1858,	36	25,169	5	4,180	8	3,222	2	894	51	33,464	69	45,000	17	14,235	7	3,155	4	1,058	97	64,617
Selevary is	41	24,678	16	13,072	4	1,625	6	2,350	ee	. 41,725	39	28,166	17	14,690	11	5,252	7	3,991	74	52,050
March ,	67	44,807	8	3,670	3	1,332	13	1,980	78	51,100	60	37,353	16	12,023	8	3,622	6	2,625	.90	65,621
April "	G\$	48,786	13	10,788	10.	4,058	2	746	93	C1,388	40	28,557	8	6,076	1	328	í	919	.50	36,100
	-		-				-	-	-		-		-	-	-	-	7		-	
Total,	350	246,436	80	65,487	55	24,114	22	10,185	507	346,332	318	216,602	85	70,036	47	20,711	25	12,233	475	319,452

MUTLAII STATION.

Registry of Rain Fall, &c., for November, 1867.

30.0				
Month.	Date.	Quantity of Rain in Inches.	Direction of Wind.	Remarks.
November 1837.	1 2 3 4 6 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 20 21 22 23 24 25 25 25 25 25 25 25 25 25 25 25 25 25	3 Taisl. 3	Sorti, West,	Ditto.
	1 -	1		

Norn.-The receiver of the gauge is 9 feet above the mean level of the Sea at Mowkhally.

HUGH LEONARD, c. E.,
Superintendent of Mutlak
There and Port.

Month.	Date.	Quantity of Rain in Inches.	Direction of Wind.	Remarks.
December 1857.	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20	of Rain in	Direction of Wind. North-Western, North-Western, North, N	Remarks. At 12 o'clock. Ditto.
	21 22 23 24 25 26 27 28 29 30 31		North, North, West, North, South, North, North, North-Western, West, North, North, North, North, North,	Ditto.

Norn.—The receiver of the gauge is 9 feet above the mean level of the Sea at Mowkhally.

HUGH LEONARD, c. e.,

Superintendent of Mutlah

Town and Port.

cxix

MUTLAH STATION.

Registry of Rain Fall, &c., for January, 1858.

Month.	Date.	Quantity of Rain in Inches.	Direction of Wind.	Remarks.
January 1858.	1 2 3 4 5 6 6 7 8 9 100 111 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 33 1		North, Eastern, North-Eastern, North-Eastern, North-Eastern, North-Eastern, North-Western, North-Western, North, North-West,	
	1			1 -Cabo So

Note.—The receiver of the gauge is 9 feet above the mean level of the Sea at Mowkhally.

HUGH LEONARD, c. E.,
Superintendent of Mutlah
Town and Port.

MUTLAH STATION.

Registry of Rain Fall, &c., for February, 1858.

Month.	Date.	Quantity of Rain in Inches.	Direction of Wind.	Remarks.
February 1868.	1 2 3 4 5 6 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 7 28 7 1		North-Western, North, North, North, North, South-Eastern, South, South, South, North-West, North-West, North-Western, North-Eastern, North-Eastern, North-Eastern, North-Eastern, North-Eastern, North-Eastern, North-Eastern, North-Eastern, North-Eastern,	

Nors.—The receiver of the gauge is 9 feet above the mean level of the Sea at Mowkhally.

HUGH LEONARD, c. E.,
Superintendent of Mutlah
Town and Port.

cxxi

MUTLAH STATION.

Registry of Rain Fall, &c., for March, 1858.

Date.	Inches.	South-Eastern,	
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ŝ.	•••••	South-Eastern	1 1
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- 1	Total, .8		A 7
	25 26 27 28 29 30 31	6	6 North-Western, 7 Western, 8 North-Western, 9 South-Western, 10 South-Western, 11 North-Western, 12 North-Western, 13 South-Western, 14 North-Western, 16 North-Western, 17 North-Western, 18 South-Western, 19 South-Western, 19 South-Western, 20 South-Western, 21 South-Western, 22 South-Western, 23 South-Eastern, 24 South-Western, 25 South-Western, 26 South-Western, 27 South-Western, 28 South-Western, 29 South-Western, 20 South-Western, 20 South-Western, 21 South-Western, 22 South-Western, 23 South-Eastern, 24 South-Western, 25 South-Western, 26 South-Western, 27 South, 28 South-Bastern, 29 South-Bastern, 30 South-Eastern, 31 South-Eastern, 31 South-Eastern, 32 South-Eastern, 33 South-Eastern, 34 South-Eastern, 35 South-Eastern, 36 South-Eastern, 37 South-Eastern, 38 South-Eastern, 39 South-Eastern, 30 South-Eastern, 30 South-Eastern, 30 South-Eastern, 31 South-Eastern, 32 South-Eastern, 33 South-Eastern, 34 South-Eastern, 35 South-Eastern, 36 South-Eastern, 37 South-Eastern, 38 South-Eastern, 38 South-Eastern, 39 South-Eastern, 30 South-Eastern, 30 South-Eastern, 31 South-Eastern, 31 South-Eastern, 31 South-Eastern, 31 South-Eastern, 31 South-Eastern, 31 South-Eastern, 32 South-Eastern, 33 South-Eastern, 34 South-Eastern, 35 South-Eastern, 36 South-Eastern, 37 South-Eastern, 38 South-Eastern, 38 South-Eastern, 39 South-Eastern, 30 South-Eastern,

Note.—The receiver of the gauge is 9 feet above the mean level of the Sea at Mowkhally.

HUGH LEONARD, c. E.,
Superintendent of Mutlah
Town and Port.

	1			
Month.	Date.	Quantity of Rain in Inches.	Direction of Wind.	Remarks,
April 1858.	1 2 3 4 4 5 6 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 12 23 24 25 6 27 28 29 30		South, South, South, South-Western, South-Western, North, North-Eastern, South-Bastern, South-Bastern, South-Bastern, South, South-Bastern, South, South-Eastern, South, S	
		Total, 1.3		

Note.—The receiver of the gauge is 9 feet above the mean level of the Sea at Mowkhally.

HUGH LEONARD, c. E.,

Superintendent of Mutlah

Town and Port.

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MEMBERS OF THE CHAMBER OF COMMERCE.

Mackillop, Stewart and Co. Allan, Deffell and Co. Mackinson, Mackenzie and Co. Mackenzie, Lyall and Co. Mackey and Co. Amory John E. Appear and Co.
Anderson. W., Agent, Oriental Bank.
Atkinson, Tilton and Co.
Borradaile, John and Co. Marks, C. H. Mair and Co. May, Pickford and Co. Carlisles, Nephews and Co. Moran, W. and Co. Church, James Jun. and Co. Cowell, James. Mornay, H. de Oxford, J. and Co. Paterson, W. R. and Co -Cowell, E. M. Pearce, Macrae and Co. Peel, Bellairs and Co. Colvin, Cowie and Co. Crooke, Grey and Co. DeSouza, Thos. and Co. Duncan, Wm. Durrschmidt, Grob, and Co. Pennington and Co. Potter and Co. Purrier and Co. Prestwich, E. Ewing and Co. Fitzwilliam, W. S. Agent, Commercial Pehmoller, G. and Co Ralli Brothers. Bank of India. Ralli and Mavrojani. Foster, Rogers and Co. Forrester, Chas. Ralli, P. T. and Co. Ram Gopaul Ghose and Co. Gillanders, Arbuthnot and Co. MacLachlan J. E., Offg. Manager, Gisborne and Co. Gladstone, Wyllie and Co. Gouger, Jenkins and Co. Gordon, Stuart and Co. N-W-Bank Robinson, Balfour and Co. Robert and Charriol. Robertson, D. T., Manager, Mercan-Griffiths, Curtis and Co. tile Bank of India. Samuel Smith, Sons and Co. - Grindlay and Co. - Hoare, Miller and Co. - Haworth, W. and Co. Schilizzi and Co. Schoene, Kilburn and Co. Shand, Fairlie and Co. Henderson, Wallace and Co. Henderson, Jas. and Co. Sham Chaund Mitter. Henderson, George and Co. Smith, Farie and Co. Stalkartt, Wm. - Jardine, Skinner and Co. Johnson, P. Tait P. M. Kalidas and Rajender Dutt. Thomas, R. and Co. Turner, Cadogan and Co. Wattenbach, Heilgers and Co. Kettlewell, Drabble and Co. Kelly and Co. Lackersteen, W. R. Whitney-and-Co. Langlois-and-Co. Whitney and Young. Williamson Brothers and Co. Leach, Rawson and Co. Livingston, Withers and Co. Wills and Co. Lyall, Rennie and Co.

MOFUSSIL MEMBERS.

Apel, Dawson and Co.—Moulmein and Rangeon.
Becher, Wm.—Gowhatty, Assam.
Brac. T.—Bahoskally.
Orisp and Co.—Rangeon.
Deverell, H.—Ackeryunge.
Guppy, S.—Bally Khal.
Gale, John.—Pundoul.
Hamilton, Brown & Co.—Mirzapore.

Kenny, J. T.—Salgamoodiah.
Longdon, G. H.—Jayra.
Macne, Begibie & Co.—Moulmein.
Medegan, F.—Lokenathpore.
Maxwell, D.—Canopore.
Mennics, T.—Mirzapore.
Savi, R.—Nohatla.
Todd, Findlay & Co.—Moulmein.

RULES AND REGULATIONS

OF THE

BENGAL CHAMBER OF COMMERCE.

Adopted at a General Meeting of the Chamber, on Monday, 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 references and to arbitrate between disputants. The decisions 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

Fifth That voting by proxy, or by Members whose Subscriptions are in arrears, 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

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.

Eightlet ... 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 Meetting.

tion as may be decreased by a Celebrata

That the business and funds of the Chamber shall be managed by a Committee of seven Members, committee of seven Members, committee of seven Members and sisting 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

... 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

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

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.

. The Seventh Rule, as modified at a General Meeting of the Chamber, held on Monday, the 27th day of November, 1854.

That any number of Members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber, for the despatch of ordinary business; but that no change in the Rules of the Society can be considered except at a General Meeting at which the majority of the Members of the Chamber shall be present.

The following Rules were adopted at a General Meeting of the Chamber, held on the 18th May, 1853.

That the Subscription for individual Members of the Chamber be Rupees 10 per mensem, while those alone carrying on business under any style or firm, do pay Rupees 16 per mensem, astresolved at the Chamber's last Meeting.

That the Subscription for Mofussil Members be two Gold Mohurs or Company's Rupees 32 per annum.

