

REPORT
OF THE
BENGAL CHAMBER OF COMMERCE
FROM 1st JULY TO 31st OCTOBER
1862

REPORT

OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE.

From 1st May to 31st October 1862.

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Proceedings of a General Meeting of the Bengal Chamber of Commerce, held on the 10th Dec., 1862.

John N. Bullen, Esq., *President*, in the Chair.

The Chairman having opened the proceedings of the Meeting by intimating the purpose for which it had been convened, the Report of the proceedings of the Committee for the half-year ended 31st October was read by the Secretary, and submitted to the Meeting for their approval.

On the proposition of Baboo Ram Gopal Ghose seconded by H. H. Murdoch, Esq., the Report was unanimously adopted.

The Committee's conditional election of Messrs. Begg, Dunlop and Co. and Messrs. J. Janssen and Co. as members of the Chamber, was, on the proposition of the President seconded by Mr. R. L. Eglinton, confirmed by the Meeting.

The question of a public dinner, as submitted in the Committee's last Report, was reverted to by the President, in the belief that although the proposition was almost unanimously approved of by Members of the Chamber such approval was expressed under the impression that the expense of the dinner would be defrayed out of the funds of the Chamber and not by individual subscriptions. In order therefore to remove such impression, and to afford individual mem-

bers the opportunity of signifying their assent to the proposal, he suggested that a circular be issued in order to ascertain their present wishes on the subject, but that the original proposition be abandoned if fifty members did not subscribe, as a smaller number would not be a fair representation of the Chamber on such a public occasion.

The President's suggestion was approved by the Meeting.

The services of the President, Vice-President, and Members of the Committee during the past half-year were acknowledged by a unanimous vote of thanks proposed by Mr. J. Roine, seconded by Mr. G. M. Struthers.

H. W. I. WOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE.

REPORT OF THE COMMITTEE FOR THE HALF-YEAR
ENDED 31ST OCTOBER 1862.

COMMERCIAL TELEGRAMS FROM LONDON.

THE establishment of direct telegraphic communication between London and Jubal having rendered obsolete the system under which the Chamber was furnished with telegraphic reports of the Home market, the Committee on the 30th May notified by circular their readiness to arrange a through message if the mercantile community were willing by subscription to defray the expense. It was explained that the messages hitherto received having by the liberality of the Government of India been allowed to pass free over the lines from Bombay and Galle, on condition of their publication on receipt as public news, the only expense incurred in connection with them had been the annual fee paid to the gentleman in London who undertook their compilation. This amount, not being large, had been borne by the Calcutta Chamber exclusively, though the messages had also been published on receipt by the telegraph offices in Bombay and Madras. As however the expense would under the new system be greatly increased they had asked the Chambers of Bombay, Madras, Colombo,

Cochin, and Rangoon to share the expense in future in proportion to the interest which the bulletins might have for their respective trades. The Committee are glad to report that these Chambers have all expressed a willingness to contribute and have approved of a scheme prepared by this Chamber apportioning equitably the expense. The Committee also appealed to the few mercantile firms in Calcutta who are not members of the Chamber to join in bearing the expense incurred in providing information which is made available to all, and they are glad to say not unsuccessfully, the great majority of those appealed to having agreed to join.

The reference above made to the arrangement concluded with the Chambers of the other Presidencies will explain what, by the frequent references which have been made to the Committee on the subject, would appear not to be generally understood, viz. the introduction of quotations of a number of articles of no special interest to the trade of this port which were not included in the old form of telegram. The present message being what may be termed an associated message, the articles referred to are quoted for the benefit of the other Presidencies in consideration of the proportion of the general cost of the telegram borne by them. In view of the great cost of these messages the utmost condensation is of course imperative, but it is believed that in their present form they reflect as accurately as is possible in such limits the

changes which take place from mail to mail in all important staples.

ADDRESS TO MR. LAING.

APPENDIX A.

On the resignation of Mr. Laing becoming known, a desire was very generally expressed that an address should be presented to him setting forth the high opinion which was entertained by the commercial community of his services to India, their entire confidence in the substantial accuracy of his statements of the finances of the country, and their regret at his resignation of the office which he held in the Council of the Governor-General. Other sections of the community having expressed a wish to join in this address, it was decided to request the Sheriff to convene a meeting at the Town Hall for the purpose of adopting it.

The resolutions passed at the meeting gave expression not only to the above opinions but aimed also on the style adopted by the Secretary of State in addressing the Governor General in Council which is calculated to impair the dignity of the Government in the estimation of the people. It referred further to the injurious effect of divergence of action between the Government of India and the Home Government, as evidenced by the reversal by the Home Government of important measures sanctioned by the Government of India. Also to the

impolicy of withholding the grants for public works and education which had been promised by the Government of India but disallowed by the Home Government: and finally to the necessity of supervision of the expenditure in England of money raised by taxation in India, such expenditure being believed to be susceptible of considerable retrenchment. These resolutions and an address embodying them having been unanimously adopted were forwarded to Mr. Laing, and by the last mail a letter was received from him in reply which, with the address, is printed in appendix A. The Committee believe that the discussion which has been evoked by the circumstances attending Mr. Laing's resignation will ultimately prove of advantage to India.

PROPOSED CONSTRUCTION OF FLOATING WHARVES OR JETTIES ON THE HOOCHLY.

APPENDIX B.

In the appendix will be found the report of a Committee appointed by the Government of Bengal to investigate a scheme proposed by Messrs. Anderson, Fergusson, and Henfrey for the construction of Jetties and Wharves on the Strand Bank. The Chamber was represented on this Board by two members of their late Committee. The scheme involved the grant to a private company for a term of sixty years of the river bank commencing from Clive Street Ghaut, and extending southwards for the distance required. Whilst

this scheme was under consideration another project was submitted by Mr. Bradford Leslie, civil engineer, for the construction of a continuous wharf wall from Clive Street Ghaut to Chandpaul Ghaut, varying in width from 350 feet to 200 feet, and extending outwards to such a distance beyond low water mark as would ensure a minimum depth of 24 feet, thus allowing the largest class of vessels to be moored alongside. The Committee offered no opinion on the engineering features of these schemes, but, believing either to be practicable, give the preference to that proposed by Mr. Leslie both on account of the superior facilities which it appeared to afford for the commerce of the port, and because it did not involve the grant to a private company of the only really valuable frontage which the city possesses for the loading and unloading of vessels. Instead however of vesting in a private company the occupation and improvement of any part of the river frontage, the Committee recommended the formation of a river Trust, as exists at Glasgow or Liverpool, for the carrying out of such works as might be found necessary, with power to borrow money on security of the wharf dues. In this conclusion the Committee of the Chamber entirely agree. The necessity of improvement of the Strand bank is undeniable. Its condition is a disgrace to a port of such commercial importance, but urgent as is the need of improvement, such improvement would be dearly purchased by the aliena-

tion for so long a period to a private company of this valuable portion of the river frontage. The Committee believe that if the river bank was made over to a properly constituted Board of Trust as suggested, and the necessary powers to raise money be given to such Board, great public improvements might be effected, not only at no cost to the commerce of the port but at an actual saving, regard being had to the delay now experienced by the shipping, and to the damage and plunder to which merchandise is exposed under the present system.

PROPOSED FORMATION OF A NEW PORT IN EASTERN BENGAL.

APPENDIX C.

In August last the Committee received a communication from the Government of Bengal forwarding a correspondence between the Government of India and the Government of Bengal on the subject of establishing a new port on the Horungattah, at or near Kutchoah, and asking the opinion of the Chamber on this scheme, and also as to the best site for the proposed new port. The late Lieutenant Governor, Sir John P. Grant, appears to have formed a very strong opinion of the desirableness of affording a direct outlet by sea for the large trade of Backergunge and the Eastern Provinces, by which the expense, delay, and risk of the lengthy circuitous route to Calcutta through the Soonderbunds would be avoided. The question is a very

important one, but the Chamber has not at present the data before it on which to form the opinion sought by the Government of Bengal. They therefore suggested that, with the view of collecting further information, a Committee composed of two or three members of the Chamber, a similar number of commanders of vessels and of Government officers, should proceed by steamer to the spot, and after full enquiry should draw up a report on which action might be taken. The matter, it is presumed, is still under the consideration of the Government of Bengal.

STRIKE OF NATIVE BOATMEN.

APPENDIX D.

In May last the trade of the port was put to great inconvenience by a general strike amongst the native boatmen, consequent on an order which had been issued by the Conservator of the Port, prohibiting the use of fire on board of boats for purposes of cooking unless in cabooses constructed of, or lined with, metal, and ordering all fires or lights on board of such boats to be extinguished at evening gun-fire. Although the Committee believe it to be very essential to avoid, wherever possible, giving encouragement to such combinations (which are but too readily resorted to in this country,) by conceding their demands, it did appear that in this instance, regard being had to habits of this class of people, the literal carrying out of this order would have been productive of

real hardship to them. The Committee therefore placed itself in communication with the Government of Bengal, and their reference resulted in the Conservator of the Port being directed to modify his notification in the manner suggested by the Committee. The strike thereupon came to an end. For all practical purposes in the opinion of the Committee the new rules afford sufficient security to the shipping against accidents by fire on board of these boats.

STRIKE OF NATIVE CARTMEN.

APPENDIX E.

Encouraged no doubt by the success which attended the strike last alluded to, and previous similar combinations, the native cartmen, on the plea of undue severity of the fines inflicted by the Magistrates on the owners and drivers of carts convicted of using cattle with *galled necks*, struck work in September.

In this case any concession would have been most mischievous, and no action was taken by the Committee beyond requesting the Police authorities to guard against those carters who might be willing to work being prevented from doing so by intimidation. Finding that no concession would be made, and that many firms were perfecting arrangements for carriage of their own, the strike after a few days came to an end. It is hoped that the loss, which the cartmen inflicted on themselves by this movement, will act as a salutary warning against similar movements in future.

Considering however that the object which was contemplated by this strike was not the ordinary one of bringing about an increase of wages, in which it is of course inexpedient for the executive to interfere, but a combination to defeat the provisions of a just and humane law, the Committee thought it expedient to bring this circumstance to the notice of the Government and to suggest that some legislative enactment to punish combination with that object might be desirable. The Government of Bengal however think any such measure is not expedient.

PROPOSED EARLY CLOSING OF THE CUSTOM HOUSE ON SATURDAYS.

A petition having been addressed to the Collector of Customs by the employes of the Custom House praying that the Custom House might be closed on Saturdays at 2 p. m., it was referred by the Collector to the Committee. In reply the Committee stated that as there appeared to be greater pressure of business at the Custom House on Saturdays than on any other days, especially in clearing of vessels outwards, they could not at present support any such application.

SUNDAY MAILS.

APPENDIX F.

Further correspondence has passed between the Government of India and the Committee on this subject which will be found in the Appendix. The Secretary

of State reports that Lord Stanley of Alderney the Home Post Master General declines to alter his previous decision, on the ground that the Calcutta packet being timed to arrive at Galle on a certain day, a delay of one day in her departure delays not only the Indian mails but also the important mails from China and Australia.

The Committee have not thought it necessary to continue to press this matter, but another memorial on the same subject which has been prepared by gentlemen not connected with the Chamber has received the support of numerous members.

CONSOLIDATED CUSTOM'S BILL.

APPENDIX G.

The Bill now before the Legislative Council of the Governor General has again been under the consideration of the Committee, who have suggested various amendments, the more important of which they have reason to believe will be adopted. Correspondence on this subject will be found in the Appendix. This Bill will probably become law during the present session. Great care has been bestowed upon it by the Hon'ble Mr. Erskine who is in charge of it, and by the Select Committee who have shewn every disposition to meet the reasonable suggestions of this Chamber and those of the other Presidencies. It consolidates into a single compact Bill all the Acts and Regulations now in force respecting the Customs laws, repealing or amending those parts of them which had become obsolete or were vexatiously obstructive to the trade of the various ports.

DUTY ON COTTON THREAD.

APPENDIX H:

Correspondence with the Government is printed in the Appendix on the subject of the duties charged on cotton thread. Previously to the last change of duties, this article had always been classed by the Custom House with cotton twist and admitted at the same rates. Thus, when last year the duty on twist was reduced from 10 to 5 per cent. the same rate of duty 5 per cent. was taken on cotton thread. On the occasion of the last change of duties however when the duties on cotton twist were reduced to $3\frac{1}{2}$ per cent., and that on cotton piece goods to 5 per cent., the Collector refused any longer to admit cotton thread at the same rate as cotton twist; but insisted on its being classed with the unenumerated articles subject to 10 per cent. Against this decision the Committee, at the instance of several importers who are interested in the article, appealed, pointing out that although the previous practice of classing thread with yarn may have been incorrect, yet that it was altogether opposed to the spirit of the late alteration in the tariff, that the duty on any manufacture of cotton should be increased from 5 per cent. to 10 per cent. as was now proposed. They regret that their appeal was unsuccessful. The ruling is illiberal and, as making an alteration in the long established classification of an article without previous notice, an unfair surprise on importers.

INLAND TRAFFIC OFFICE.

APPENDIX I.

Further correspondence has passed on this subject. The Lieutenant Governor of Bengal has expressed himself in favor of the scheme proposed by the Committee, but suggested other means of carrying it into effect. To this the Committee replied at length on the 11th October, reviewing the whole correspondence from the commencement, and suggesting the appointment of a Committee to arrange the details. No reply to this communication has yet been received.

MERCHANT SHIPPING ACT. DESERTION OF SEAMEN.

APPENDIX J.

This subject has again been under the consideration of the Committee, and in the Appendix will be found copy of a letter which they addressed on the 18th July last to the general Ship-owners Society, London, and the Ship-owners Association, Liverpool.

It is hoped that ship-owners in the United Kingdom, who are far more deeply interested than are associations like this Chamber of Commerce in procuring such amendment in the text of the present Act as will prevent its obvious meaning being defeated, will take measures to have the matter brought before Parliament during the ensuing session. So far however the Committee are not aware that any action has been taken by the representative associations above named.

GUARANTEES FOR PORT CHARGES.

APPENDIX K.

At the instance of some members of the Chamber who considered it objectionable that the guarantee for discharge of port dues and other Government charges remaining unpaid at the time of a ship's clearance outwards should be required to bear a stamp, the Committee addressed the Board of Revenue on the subject. A copy of the letter was forwarded by the Board to the Master Attendant with a request that, to avoid the necessity of the stamp, he would endeavor to have all claims against the ship ready for presentment when the outward clearance was applied for. As shown by the Master Attendant in his reply, this cannot practically be done unless by delaying the ship, as many of the charges which have to be claimed are not ascertainable until after the ship has cleared; as for instance the outward pilotage—which is settled on the draught of water certified by the pilot, who is not appointed until after the port clearance is produced. By delaying the ship for a day or more after clearance the difficulties might certainly be overcome, but that is a remedy which would be infinitely worse than the charge complained of. As the Board thinks that so long as a guarantee is given the stamp cannot be dispensed with, the Committee have ceased to urge the matter (the duty being so trifling) though they still entertain a strong opinion that where a guarantee is required solely be-

cause the Government is not in a position to state what its claim is the duty should not be exacted.

PUCKWAH SALT.

APPENDIX L.

Further correspondence has taken place on this subject between the Chamber and the Government of Bengal, the latter enquiring whether, with a view to afford relief to the refiners of saltpetre, it is still considered desirable that they should be allowed to dispose of the Puckwah salt educed in the process of refining on payment of full duty. The Committee replied that an export demand having arisen for this article by which the refiner was enabled to obtain for it a higher price than it would realize in the market as an edible salt, such privilege was no longer desired by the Calcutta refiners. Opportunity was taken of this correspondence to recommend to the Government of Bengal that the privilege formerly enjoyed by the Nooneahs of Behar of being allowed to produce edible salt for their own consumption should be restored to them. It appeared clearly by the papers forwarded for the Chamber's information that the withdrawal of that privilege had caused many of the Nooneahs to abandon the production of crude saltpetre, causing a loss of export duty far greater than the revenue which would have accrued had every ounce of salt so consumed paid full excise duty.

PROPOSED CONSTRUCTION OF A SEPARATE LINE OF TELEGRAPH BETWEEN CALCUTTA AND BOMBAY.

APPENDIX M.

In July the Committee were furnished by Mr. C. C. Adley, Superintendent of the Telegraph Department of the E. I. Railway Company, now in England, with copy of a letter which he had addressed to the Government of India on the subject of forming a Company in London for the construction of an independent line of Telegraph between Calcutta and Bombay. The conditions, however, which Mr. Adley deemed indispensable before it would be possible to raise money for the purpose in England, were, 1st, that the exclusive privilege of erecting a private Telegraph between Calcutta and Bombay should be granted to the Company, and that during the existence of such Company, and its affording full satisfaction, no other Company or Companies should be allowed to convey any messages between any station through which their lines would pass; and, 2nd, that the Government should not compete with the proposed Company in any way whatsoever, but reserve their own lines exclusively for Government messages. The Government declined to accede to such conditions, believing them to be inconsistent with the public interest; in which opinion the Committee concur, for they object decidedly to an indefinite monopoly of so important an arterial line as that between Bombay and Calcutta being

granted to any Company or individual. The Government have already announced that their charges will not be reduced below the present rates or below any lower rates which may be fixed by any private Company hereafter formed, and more cannot reasonably be required. If a private Company can convey messages quicker and more accurately than the Government Telegraph, charging the same rates, it may be sure of commanding all the business: if it cannot so convey them, it is not apparent in what way the public would be benefitted by its establishment.

The Committee fully believe that a line of Telegraph between Calcutta and Bombay substantially constructed and efficiently worked would be a remunerative undertaking, but it must rely for success not on assured monopoly and monopoly prices, but on that efficiency which is so healthily stimulated by the possibility of competition.

Referring to this correspondence, and to previous correspondence on the subject of the construction of a line of Telegraph between Calcutta and Bombay by private enterprise, which will be found printed in the Committee's last report, the Government of India on the 17th September informed the Chamber, that unless it was in a position to assure the Government that there really was fair reason to expect the formation of a Company to construct a line between Calcutta and Bombay during the ensuing cold season, and to give security for its completion within that time, it was deemed imperative that no time

should be lost in putting up a second Government wire.

It was obviously impossible that the Committee could in any case give the required guarantee, and on their so informing the Government it was a few days later intimated to them that instructions had been sent to the Director General of Telegraphs in India to proceed at once with the construction of a second line between Allahabad and Bombay, or between Benares and Bombay, whichever might seem preferable. A second through wire to Bombay will thus be available before the next rains, which, it is hoped, will prevent a recurrence of that choking of lines and frequent total interruption of communication between the Eastern and Western capitals, of which there was unfortunately so much ground to complain during the last monsoon.

COTTON CULTIVATION.

APPENDIX N.

In the appendix will be found various papers connected with this subject.

1. A letter from the Chamber to the Government of India, suggesting that advantage should be taken of the intended visit of Colonel Playre to the Court of Ava to impress on the King of Burmah the advantages to be derived from increased cotton cultivation in his dominions, and the Government reply.

2. Correspondence with the Foreign Department replying to a letter from Major Meade, Agent to the

Governor General in Central India, and pointing out the best measures to be adopted for increasing the production and improving the quality of cotton in the native Central Indian States.

3. Correspondence with the Governments of the N. W. Provinces, the Punjab, and the Central Indian Provinces, requesting information as to the actual increase which had taken place in the cultivation of cotton within their several Governments during the present year. The reply of the Government of the N. W. Provinces, which is full of most valuable information, has already been published and distributed to members, and the information asked from the other Governments will be similarly made available to them when received. In the districts subject to the N. W. Government the increase of production is estimated at 27 per cent. over last year.

The Committee also print amongst these papers a letter which they addressed to Mr. Paterson Saunders (the gentleman who at the recommendation of the Chamber was deputed last year by the Government of India to report on the condition of the cotton trade in the North-West) in acknowledgment of the very able paper which he had drawn up and for which he had received the thanks of the Government.

Mr. Paterson Saunders' reply is also printed.

LANCASHIRE DISTRESS RELIEF FUND.

APPENDIX O.

In June last when it had become but too apparent

that the war in America would be prolonged, and that great suffering was consequently in store for the operative population in the manufacturing districts of England, the Committee thought that the time had arrived for giving direction to the wish, which was very generally entertained amongst the mercantile community, that a subscription should be got up for the relief of the distress. They consequently notified their willingness to be the medium of receiving and forwarding to the Lord Mayor of London, for distribution, donations which might be paid into their hands for that purpose. This intimation produced very liberal contributions not only from the commercial classes but from other sections of the community, the list having been headed by His Excellency the Viceroy and the Lieutenant Governor of Bengal. In all about a lac and twenty thousand rupees were received and forwarded to London for distribution, and its receipt on behalf of the distressed operatives has been gratefully acknowledged by the Lord Mayor. Subsequently when the continuance of the war in America and the rapid exhaustion of the stock of cotton rendered it certain that the distress, great as it had already been, would be vastly intensified during the approaching winter, the Committee considered it their duty to make renewed efforts to increase that charitable fund for which the need would be so urgent. They therefore with the aid of leading representatives of other sections of the community promoted the late meeting at the Town Hall, at which His Excellency the

Viceroy, in being solicited to do so, most readily agreed to preside. The proceedings of this meeting are fresh in the recollection of members and need not therefore be referred to. Not less financially than in other points of view the meeting was a success. It has greatly stimulated subscriptions, and the Committee then appointed have already been able to remit to the Lord Mayor the sum of £8,000. It is most gratifying to the Committee to record that several most liberal subscriptions have been received from the rulers of independent native states, as also some from wealthy native gentlemen, our own subjects; and it is hoped that when the distress which prevails in Lancashire becomes more generally known amongst the native community, by means of the appeals in the vernacular language which the Executive Committee of the Relief Fund are causing to be distributed, further large sums may be realised from this source.

We have been favored with the following particulars relative to the progress of the East Indian, Eastern Bengal, and the Calcutta and South Eastern Railways.

EAST INDIAN RAILWAY.

The line was opened to Dinapore Road, beyond Patna, on the 17th ultimo, and a further opening to the right bank of the Ganges, opposite Benares, (Rajghat) may be looked for on the 15th instant, or by the end of the current month.

Beyond Benares, or rather Mogul Serai, the junction for that station on the main line, the completion of a further distance of 39½ miles, or to Mirzapore, will be accomplished, it is hoped, by the 30th of June next, and the line beyond there to Allahabad will, with the exception of the Jumna bridge, be completed by the 1st January 1864.

In the North Western Provinces the progress made in opening the Railway has not been less satisfactory than in Bengal.

The communication between Allahabad and Agra has been complete for some time past, and a further opening to Allyghur, 45 miles only south-east of Delhi, will be carried into effect before the end of the year, or shortly afterwards. The difficulty the Railway Company has experienced as regards the carriage of permanent way and other materials—of which the public have no conception, and for which they make no allowance—has delayed the opening of this section of the Railway beyond the date previously fixed for its taking place.

It is hardly possible to fix a date for the extended opening of the Railway beyond Allyghur to Delhi at present, so much depending upon circumstances over which the Company has no control: no unnecessary delay however will occur in accomplishing this important object.

The construction of the Jubblepore extension line from Allahabad to Jubblepore, where it joins the Great Indian Peninsula Railway, has been let to

Messrs. Waring Brothers and Hunt, who are now making arrangements in England for an immediate commencement of the works, and there is every reason to believe that uninterrupted communication by Railway with Bombay will exist by the end of 1866.

All that is now required is the establishment of hotels along the Railway route, situated at convenient halting distances, such as "Jumulpore," "Allahabad," "Agra," and perhaps "Delhi;" and though the Railway Company cannot employ guaranteed capital in the construction of such buildings, there is no reason why so profitable a work should not be undertaken by a separate and independent Company, and it is hoped such a Company will be formed ere long.

EASTERN BENGAL RAILWAY.

Since our last report the works on this line have been pushed on towards completion in a most satisfactory manner; the portion of the line between Calcutta and Ranaghat (45 miles) was opened for passenger traffic on the 29th of September, and the whole length of the line from Calcutta to Kooshtee, its present terminus on the banks of the Ganges, was opened both for passenger and goods traffic on the 15th November.

The commerce of the whole of Eastern and North-Eastern Bengal must be greatly improved by this first section of this important undertaking being so far completed, but it is to be hoped the remaining length of the main line to Dacca, with the proposed extension

towards Assam and Sylhet, will be put in hand without delay and pushed on as vigorously as the parent line, until the whole of this important system of railways is completed.

CALCUTTA AND SOUTH EASTERN RAILWAY.

The opening through of this Line to Mutlah has been delayed by the accident, attended with loss of life, which took place at the Paillee Bridge works in June last, but the progress made since the commencement of the working season, in the construction of the Bridge, and the filling up of the old river bed, leaves little doubt that an engine will run from Calcutta to Mutlah in January.

Pending the through opening a daily communication has been established by trollies which run between Chappahattee and the new Port, in connection with the trains to and from Calcutta.

The Railway Company has lately obtained the sanction of Government to the erection of one or two temporary floating landing-stages in the Mutlah River, and their construction will be immediately proceeded with. The erection of an iron screw pile jetty, which cannot fail to be a great convenience to shippers using the new port, is also contemplated.

CIRCULAR CANALS.

Tolly's Nullah is now closed and is to be deepened, and the navigation improved by the removal

of sundry tortuous bends; a tow-path will at the same time be constructed from the Hooghly to Nowabad at the entrance of the Sunderbunds, which will be of great service to boatmen frequenting it. The banks of the Circular Canal have given away in several places, and at certain stages of the tides the old branch is nearly dry. New stop-gates however have been erected at the entrance of the New Cut, and with these it is intended to flush the old Canal and thus remove a large quantity of the silt. The Canal roads are in excellent order.

The continued satisfactory management of the Canals is highly creditable to the Superintendent, Mr. Galiffe.

NEW MEMBERS.

Messrs. Begg, Dunlop and Co. and J. Janssen and Co. have been admitted members of the Chamber, subject to the usual confirmation.

FUNDS OF THE CHAMBER.

APPENDIX P.

A half-yearly statement of the funds of the Chamber is appended, shewing a balance in the Bank of Bengal of Rs. 2,907-13-0, exclusive of the reserve, in 4 per cent. Government Paper, of Rs. 7,500.

JOHN N. BULLEN,

President.

APPENDIX A.

ADDRESS TO MR. SAMUEL LAING.

RESOLUTIONS ADOPTED AT A PUBLIC MEETING HELD IN CALCUTTA ON THE 6th SEPTEMBER 1862.

1. That this meeting, feeling confidence in the substantial accuracy of the statement of the finances of India made by Mr. Laing in his speech in the Legislative Council of the Governor-General on the 16th April last, is of opinion that the remissions of taxation and the increase of expenditure on public works and education proposed therein were wise and statesmanlike measures; and that this meeting, recognising the services rendered to India by Mr. Laing, has heard with great regret of his resignation of the office of Member of the Council of the Governor-General, rendered unavoidable by the harsh and unreasonable censure passed on him by the Secretary of State for India in Council in his despatch dated 9th June last.

Proposed by J. N. BULLEN, Esq.

Seconded by F. JENKINGS, Esq.

2. That recognising the importance of maintaining unimpaired the dignity of the Governor-General in Council, this meeting has seen with great regret the tone adopted by the Secretary of State for India in Council in several despatches to His Excellency in Council lately made public, and desires to record its opinion that the adoption of such a style in addressing the Government of India is calculated seriously to impair its dignity in the eyes of the people of this country.

Proposed by D. H. MACFARLANE, Esq.

Seconded by J. H. FERGUSSON, Esq.

3. That this meeting desires also to record its opinion of the vital importance of unity of action between the Home Government and

the Government of India, and the regret with which it has lately seen several instances of the absence of such unity in the reversal by the Home Government of measures sanctioned by the Government of India. That this meeting feels strongly that such a course of action if persevered in by the Home Government will also tend seriously to impair the respect which has hitherto been felt by all classes for the Government of India.

Proposed by W. Maitland, Esq.

Seconded by CLAUD H. BROWN, Esq.

4. That this meeting feeling confidence in the financial position of the Empire desires to express its opinion that the grants promised for public works and for education, but which have been ordered by the Secretary of State to be withdrawn, should not be withheld.

Proposed by GEORGE SMITH, Esq.

Seconded by THE HON'BLE W. S. FITZWILLIAM.

5. That in the opinion of this meeting there exists at present no sufficient supervision of the expenditure in England of money raised by taxation in India; and that the same stringent enquiry should be made into the Home expenditure for India as has already resulted in such satisfactory reductions in the Indian disbursements, the expenditure in England being in the opinion of this meeting susceptible of considerable retrenchment.

Proposed by WALTER BRETT, Esq.

Seconded by T. M. ROBINSON, Esq.

6. That the following address, embodying the foregoing resolutions, be adopted by this meeting and forwarded to Mr. Laing.

Proposed by W. C. STEWART, Esq.

Seconded by MANOJEEE RUSTOMJEE, Esq.

SAMUEL LAING, Esq.

LATE MEMBER OF THE COUNCIL OF THE GOVERNOR-GENERAL OF INDIA.

SIR,—We, the undersigned inhabitants of Calcutta, and others, present this address to you on the occasion of your retirement from the post you lately occupied of Financial Member of the Council of the Governor-General of India,—an address adopted at a large Public Meeting held in our Town Hall.

Many of us have taken part in the former addresses to you presented on your first arrival in India, at the time of your departure for England in consequence of ill health, and subsequently on your return to India in December last.

On your arrival we expressed our belief that you would be able to render great services to India; and on the subsequent occasions we recorded our strong sense of the services, you had already rendered, and our hope that you would be able to remain with us to render to India services of still greater importance.

As you have now resigned the important and responsible post you held, and will probably not again return to India, it is our duty, as it is our pleasure, by this address, to place on record our earnest feeling of gratitude to you, and our conviction that you have in the fullest and amplest manner realized the expectations we entertained and expressed of the services you would be able to render to India, and through India to England also.

We have witnessed with deep regret the circumstances under which you have resigned the post you held in the service of the Crown in India, but we feel that these circumstances were of such a nature as to leave you no other course to adopt, either in justice to yourself or to the interest of good government in this country. As the immediate cause of your retirement is the censure cast by the Secretary of State for India on your Financial Statement made on the 16th April last in the Council of the Government of India, and the unjust and unbecoming tone of the despatch of the 9th June last addressed to the Governor-General of India in Council, we desire by this address to express our confidence in the substantial accuracy of that statement, and our entire belief that the finances of India were, and are, in such a satisfactory position as fully to justify the wise and statesmanlike measures of remission of taxation and increase of expenditure on public education and public works which you then proposed, and which were unanimously agreed to and adopted by His Excellency the Governor-General and his Council.

We have seen with equal regret and surprise the tone of several of the despatches of the Secretary of State for India addressed to the Governor-General in Council, and more especially the despatch of the 9th June last, and we desire to express our conviction that such a tone, if persevered in, must be productive of much injury to the

cause of good government in India, and must especially tend to lower the dignity of the high and important office of the Governor-General of India in the eyes of the natives of this country; we cannot but feel also that the adoption and continuance of such a tone must prove injurious ultimately to the Minister holding the office of Secretary of State for India in England, while it will increase the already existing difficulty experienced in finding men of character and ability to proceed to India especially to fill the post of Financial Member of Council, and which post should, we feel assured, be always occupied by a Financier from England, as it has already been with the happiest results by the late Mr. Wilson, and afterwards by yourself.

Although, Sir, it appears probable that you may not again be able to render services to India in India itself, we trust soon to hear that your health is entirely re-established, and that you have re-entered Parliament. You will there be enabled to render eminent service by the personal knowledge you have of this country and its wants, and will be prepared to supply that information we see with regret is so much wanting in Parliament from the small number of Members who appear to have any acquaintance with or take any interest in its affairs.

We earnestly hope soon to see restored that unity of action and purpose between the Government in England and the Indian Government which appears not to exist at present, and without which good government for India cannot exist; we trust also an enquiry will be made in England into the heavy expenditure on account of India similar to that made in India itself, and that it will be attended with the same happy result,—a considerable reduction of such expenditure, without any injury to the public service,—and that measures will be taken for a regular and efficient supervision of such expenditure. We hope also the wise and liberal policy of the late Lord Canning in reference to the sale of waste lands and redemption of the land revenue will be reverted to, and that every effort will be made by the improvement of the means of communication still further to open up and develop the resources of India, and especially to increase for England the supply of cotton from India, and to enable this country fully to avail itself of the golden opportunity now offered to it.

We fully believe that an era of great prosperity awaits this country if only well and wisely governed; and we know, Sir, that we may

rely confidently on your earnest and continued aid to the cause of good government,—government whose great object and aim shall be the promotion of the moral and material improvement of this vast empire, and the benefit alike of all the races, creeds, and classes of Her Majesty's subjects in British India.

We have the honor to be,

Sir,

With great respect,

Your most obedient faithful servants,

JOHN N. BULLEN,
F. JENNINGS,
W. MAITLAND,
W. S. FITZWILLIAM,
WALTER BRETT,
T. M. ROBINSON,
CLAUDE H. BROWN,
A. WALKER,
D. H. MACFARLANE,
J. H. FERGUSON,
WM. C. STEWART,
GEORGE DICKSON & OTHERS.

16, York-place, Edinburgh, Oct. 17, 1862.

DEAR SIR,—I beg to return my best thanks to the inhabitants of Calcutta for the address adopted at the public meeting held there on the 6th of September.

To be assured that in the opinion of those who, living in India, are best qualified to judge of measures affecting their own interests and those of the community I have "amply and fully realized all their expectations," and have acquired some title to the "gratitude of India" is of itself an ample recompense.

My main object in going to India, at a time of life when most men are thinking of leaving it, was the hope that I might do some good there, and my ambition has always been that when history came to record the process by which the territories acquired and retained by

so many heroic efforts were consolidated into one vast and flourishing empire, based on the surest foundations of humanity and justice, and cemented by the loyal attachment of 150,000,000 native subjects advancing rapidly in prosperity and civilization, some humble niche might be found for my name under that of the great and good Lord Canning, as of one who thoroughly appreciated his policy and who strove, not without some success, both to forward it in other ways, and to give it the primary requisite of a solid financial foundation.

As regards this latter condition, if doubts ever existed, results have removed them. The accuracy of your statement "that the finances of India were and are in such a satisfactory position as fully to justify the wise and statesmanlike measures of remission of taxation and increase of expenditure on public works and education which you then proposed, and which were unanimously agreed to and adopted by His Excellency the Governor-General and his Council," is now proved with the certainty of a mathematical demonstration.

As regards the Budget of 1861-62, the issue between the Home Government and that of India was whether we had restored an equilibrium, as I asserted in addressing the Legislative Council, or had made mistakes in our accounts which still left us with a deficit of 1,000,000*l.*, as was stated by the Secretary of State to the House of Commons.

The actual accounts of the year are now completed and show no deficit, but a surplus, out of which we were enabled to spend 500,000*l.* more than we intended on public works, and still close the year, after defraying all known charges, with augmented cash balances.

The issue on the Budget of 1862-63 was of a like nature. The Indian Government, believing that they had a sufficient surplus, remitted the license-tax, the 2 per cent. income-tax, and the extra 5 per cent. import duty, and provided for an extra expenditure of 500,000*l.* on public works and education.

The Home Government denied the existence of the surplus; alleged that there was in reality a large deficit, which had only been concealed by gross blunders of mine in dealing with the accounts; and publicly reprimanded me and the Government of India for having remitted taxes and proposed increased expenditure.

Again the result decides between us. A slight and temporary increase of cash balances when there were extraneous receipts might prove

nothing; but a large and long-continued increase of cash in the Treasury without any extraneous receipts, and after satisfying all claims, is conclusive.

The remissions of taxation, the increased expenditure on public works, are in operation, and for months past the full remittances asked for by England have been regularly made. There have been no loans; prize money has been repaid, but none received; arrears have been paid up more closely; liabilities have been diminished.

If, under such circumstances, the Secretary of State had been right in the fact that there was a deficit, and, as a consequence, in the mode of stating the accounts which made a deficit appear, the cash balances must long ere this have shown it by a decline below the amount at corresponding periods of the preceding year. No one has even pretended to suggest any temporary or exceptional cause which, in the absence of loans, could for more than 18 months together have caused a steady, progressive, and large increase in these cash balances, which for years previously had been as steadily declining, unless there had been a *bonâ fide* change from a deficit to a surplus of real income over real expenditure.

So long, therefore, as the cash balances keep up without loans, I will not say at the present unprecedented amount of 19,600,000*l.* but at an amount not below that of the corresponding period of last year, you may safely assume that if any authority, however high, asserts there is a deficit, he must be prepared to confute not me only, but a far more formidable opponent,—the "inexorable logic of facts."

You advert to the tone and manner of the proceedings which compelled me to resign office.

With your permission I will refrain from entering on topics of a personal nature.

As regards myself individually, I should have been content to leave the defence of my measures this year, as I did last, to time and to accomplished facts, and if I have taken a more active part it is mainly because I found myself left by Lord Canning's lamented death the sole surviving representative in England of a policy with which it was my pride to have been associated, and which I could not patiently sit still and see misrepresented, reversed, and censured.

It is my deep conviction that the welfare of India depends mainly on the observance of three principles, which were the mainspring

of the policy of Lord Canning's Government during the time I had the honour of a seat in it :—

1. That India must be governed for the good of India ; in other words, that the material, moral, and intellectual improvement of the 150,000,000 of native population, and a fair regard for their national wishes, feelings, and usages, must be the primary object of Indian Government.

2. That the encouragement of independent European capital and enterprise, in order to open the communications, develop the resources, and cultivate the waste lands of India, is of vital importance, as the most powerful means of raising wages, cheapening capital, increasing exports, and generally accelerating the material improvement of the masses of native population.

3. That these results, and generally the blessings of a good government satisfactory to India, are to be attained on one condition and one only—*viz.*, that the Government of India shall be in India, I mean in the local authorities, controlled by the local Governments ; in the local Governments, controlled by the Governor-General in Council ; and in the Governor-General in Council, controlled in large and national matters by the English Government, and not in any distant centralized bureau, whether it be in Calcutta ruling Madras and Bombay in detail, or still worse, 8,000 miles off, in Westminster, subjecting Madras, Bombay, and Calcutta alike to the minute supervision and interference of an authority destitute of that local experience and inaccessible to those influences of public opinion which are the first essential conditions of all good Government.

I may refer briefly to a few practical proofs of the adherence of Lord Canning's Government to these principles.

As regards the first, of governing India conformably to the feelings, the wishes, and the true interests of the native population, I may mention the concession of the right of adoption ; the confirmation of the Oude Talookdars and other native nobility and gentry in their landed estates ; the general introduction of moderate and fixed assessment of land, and advance towards the principle of a permanent settlement ; the appointment of native justices, judges, and members of the Legislative Council ; the extension of native education ; and, though last not least, the remission of the licence-tax and 2 per cent. income tax.

As regards the second principle, of encouragement to European capital and enterprise, the resolution as to the sale of waste lands, the large outlay in public works, and the efforts made to extend small-cause courts, to improve the police, and otherwise to simplify and cheapen the administration of justice, especially as regards small contracts, speak for themselves.

The establishment of local legislative councils ; the introduction of native and non-official members into these and the Imperial Legislative Council ; the publicity of their debates, and general adoption of publicity as the rule of Government proceedings ; the full concession of the liberty of speech, of the press, and of association ; and, I may add, the whole policy of the latter years of Lord Canning's government, are a proof that the third principle was not overlooked, and that our earnest desire was to foster and encourage a genuine Indian public opinion, not of one class, race, religion, or presidency only, but of all India, which should have its due weight in guiding, assisting, restraining, and influencing the policy and measures of the governing body.

In carrying out each of these great principles the Government of India has unfortunately found itself at issue with the Home Government.

Lord Canning's government has been rebuked for remitting the licence-tax, the 2 per cent. income-tax, and the 10 per cent. import duty. Its proposed extra expenditure on native education and public works has been censured and countermanded.

The creation of a fee simple tenure has been negatived, and the resolution as to the sale of waste lands indefinitely suspended and clogged with impracticable conditions, after being considered by all India for nine months as a final settlement ; and, lastly, a tone has been systematically assumed towards the Governor-General of India in Council and opportunities have been studiously sought to magnify unimportant differences and to criticize and reverse measures decided in India, which to my mind are only explicable on the supposition that there is a settled purpose to lower his authority, and to concentrate the government of India in the Indian-office at Westminster.

To state the principles at issue is sufficient for India, but in England more is required.

Public opinion in England is well disposed towards India, but it is very imperfectly informed.

Every one wishes to see India well governed ; every one admits in the abstract that to be well governed it must be governed on the spot, but there is not sufficient practical knowledge of the real state of India, since the mutiny, to be able always to withstand the cry, which is sure to be raised on all occasions by those interested in keeping India in leading-strings, that constant interference from home is necessary to protect the natives against European oppression.

You in India know well enough how unfounded are the views which represent European and Native interests as adverse.

The intelligent native is no less interested than the European in a system which gives him, through his representatives in the imperial and local councils, through his associations and organs of the press, through the constant intercourse of natives with the official classes, a fair and daily increasing share of influence in the policy and administration of his Government. He knows whether he would wish to exchange this for the chance decisions of a distant authority, which to-day may be for him and to-morrow adverse. He can decide between a system which remitted the licence-tax and released two-thirds of the payers of income-tax and one which would have perpetuated those imposts.

He knows whether the tax-payers of India wish for some control over the expenditure of their money in England, and whether such an instance as the Mysore grant was considered as a boon to the native interest.

In a word, he knows whether he prefers the system of policy and of government associated with the name of Lord Canning or that indicated by the spirit of the despatches in which Lord Canning has been overruled and censured.

But the people of England do not know this ; their instincts are always generous, and, even when opposed to their own interests, they are determined that wrong shall not be done to the native millions of India. Hence they are easily led by those who style themselves Indian authorities on the strength of unmeasured denunciation of European interlopers and professions of extreme tenderness for the native population.

Lord Canning's death is in this respect a great misfortune, for no one would have dared to impugn his title to be considered a true friend of the natives of India, or to have stigmatized measures which had his approval as dictated by subservience to narrow European clique.

His voice, however, is silent in the grave ; and it only remains for those who venerated his character, who admired his policy, and who shared his measures, to exert what influence they can to prevent that which is the lasting monument of his fame—the system of Indian Government inaugurated during the last years of his administration—from being subverted or defaced.

You may depend upon it that, whether in or out of Parliament, so far as health and opportunities permit, no effort of mine shall be wanting to advocate what I believe to be the cause of good government in India ; and I thank you for this address, not only for its kind expressions to myself personally, but still more because I feel that such an expression of opinion strengthens my hands in supporting Lord Canning's policy, coming as it does from such an influential body of memorialists, urging weighty opinions in moderate language, and, above all, stating in terms of unmistakable sincerity that the object for which they contend is the moral and material improvement of our vast Indian Empire, and the benefit alike of all the races, creeds, and classes of Her Majesty's subjects in British India.

I remain,

Dear Sir,

Yours faithfully,

S. LAING.

J. BULLEN, Esq.,

President of the Chamber of Commerce, Calcutta.

APPENDIX B.

PROPOSED CONSTRUCTION OF FLOATING WHARVES OR JETTIES ON THE HOOGHLY.

No. 419.

From

THE SECRETARY TO THE GOVERNMENT OF
BENGAL,

To

THE SECRETARY TO THE CHAMBER OF COMMERCE,

Dated Fort William, the 19th November, 1861.

Marine.

SIR,—I am directed by the Lieutenant Governor to forward, for the information of the Chamber of Commerce, the accompanying copy of a letter of this day's date, appointing a Committee for the purpose of considering a scheme, submitted by Messrs. Anderson, Fergusson, and Henfry, for the construction of floating jetties and wharves in the Hooghly river, and to request that the Chamber of Commerce will be so good as to nominate two gentlemen who will consent to sit upon the Committee.

I have the honor to be,

Sir,

Your most obedient servant,

E. H. LUSHINGTON,

Secy. to the Govt. of Bengal.

xiii

Nos. 415—418.

From

E. H. LUSHINGTON, Esq.,
Secretary to the Government of Bengal.

To

A. R. YOUNG, Esq.
CAPTAIN J. G. REDDIE.
C. CHAPMAN, Esq.
COLONEL J. P. BEADLE.

Dated Fort William, the 19th November, 1861.

Marine.

SIR,—I am directed by the Lieutenant Governor to inform you that

you are appointed to be a member of a committee to consist of the gentlemen named in the margin, for the purpose of considering a project submitted by Messrs. Anderson, Fergusson and Henfry for the construction of floating jetties and wharves in the Hooghly river.

2. The following are the subjects upon which the Lieutenant Governor would desire the committee to report, after examining such papers and witnesses, and making such inquiries as may be requisite.

1st.—The advantage or disadvantage of the project, in a general view, to the shipping and commercial interests of this port.

2nd.—The conditions it would be advisable to insist upon, with regard to those interests, and to the financial interests of the harbour funds or Government.

I have, &c.,

(Signed) E. H. LUSHINGTON,
Secretary to the Government of Bengal.

(True Copy.)

THOMAS JONES,
Register, Bengal Secretariat.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 11th Dec., 1861.

E. H. LUSHINGTON, Esq.,

Secy. to the Government of Bengal.

SIR,—With reference to your letter No. 419, of the 19th ultimo, I am directed to inform you that Mr. William Grant, Vice-President of the Chamber of Commerce, and Mr. W. M. Whitney, have been nominated by the Chamber to sit upon the committee appointed for the purpose of considering the scheme submitted by Messrs. Anderson, Fergusson, and Henfry, for the construction of floating jetties and wharves in the Hooghly river.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 23rd April, 1862.

E. H. LUSHINGTON, Esq.,

Secy. to the Government of Bengal.

SIR,—I am desired by the Committee of the Chamber of Commerce to request you will be so good as to communicate to them the result of the appointment of the Commission to consider the scheme of floating jetties and wharves in the Hooghly, submitted by Messrs. Anderson, Fergusson, and Henfry, and any orders which His Honor the Lieutenant Governor may have passed on the subject.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

No. 9.

FROM

THE UNDER-SECRETARY TO THE
GOVERNMENT OF BENGAL.

TO

THE SECRETARY TO THE BENGAL
CHAMBER OF COMMERCE.*Dated Fort William, the 1st May, 1862.*

MARINE.

SIR,—I am directed by the Lieutenant Governor to acknowledge the receipt of your letter, dated the 23rd ultimo, and in reply to forward, for the information of the Chamber, a copy of the report* made by the Committee which had been appointed to consider the project of Messrs. Anderson, Fergusson, and Henfry for the construction of jetties and wharves on the strand bank of the river, together with transcript of a letter† written under the orders of the late Lieutenant Governor to the Government of India on the subject.

I have the honor to be,

Sir,

Your most obedient servant,

H. BELL,

Under-Secretary to the Government of Bengal.

No. 136.

FROM

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
TO THE OFFG. SECRETARY TO THE GOVERNMENT OF INDIA,
MARINE DEPARTMENT,*Dated Fort William, the 22nd April, 1862.*

MARINE.

SIR,—I am directed by the Lieutenant Governor to submit for the consideration of His Excellency the Governor General in Council,

two propositions which have been made with a view to facilitate the loading and discharging ships in the port of Calcutta, one by Messrs. Anderson, Fergusson, and Henfry for the construction of jetties and wharves on the strand bank of the river, and the other by Mr. Bradford Leslie, an engineer attached to the Eastern Bengal Railway, for the establishment of a continuous wharf wall, with a considerable added width of river bank.

2. The project, as first proposed by Messrs. Anderson and others, consisted of the establishment of a floating pier and wharf by means of a Joint Stock Company with limited liability, but it was subsequently modified to meet certain objections raised by Commander Rennie, the then Superintendent of Marine, who otherwise highly approved of the plan and recommended its adoption with certain modifications and under certain conditions. The amended plan involves the grant to a private company, for a term of sixty years, of a portion of the strand bank, for the construction of eight jetties, a wharf, some sheds, and other necessary works as shown in the accompanying copy of a letter from the projectors, dated 6th September last, and the drawing to which it gave cover.

3. Captain Hill, first Assistant Master Attendant in charge, however raised strong objections against the adoption of the project altogether. But as his opinion appeared to be quite contrary to that of Commander Rennie, and the modifications of the original project since made seemed to be in the direction indicated by the latter officer, the Lieutenant Governor thought it desirable under this difference of opinion to obtain the judgment of some body of gentlemen whose decision would be generally accepted as conclusive.

Accordingly a Committee consisting of the gentlemen mentioned in the margin,* (of which the two last named were nominated by the Chamber of Commerce) was appointed under date the 19th November last to report—

1st.—As to the advantages of the project to the shipping and commercial interests of this port, and

2ndly.—As to the conditions it would be advisable to insist upon with regard to the shipping and commercial interests, as well as the financial interests of the harbour funds.

4. The accompanying is a copy of the report submitted by the committee.

5. It will be observed that while the committee were conducting their investigations, one of the non-official members, Mr. W. Grant, submitted a proposal from Mr. Leslie, the gentleman above referred to, for the establishment of a continuous wharf wall throughout the whole river frontage from Clive Ghaut Street to Chaud Paul Ghaut, a length of 1,425 yards.

6. The committee have not given an opinion on the engineering features of these two schemes. They believe that both are practicable, but they would give preference to the scheme for the establishment of a wharf wall, which would, in their opinion, be a great public improvement as well as a great commercial advantage; should however the other project be adopted, the committee recommend that the work be not entrusted to a private company, but that the whole management of the strand bank be vested in a public body, authorized by the legislature to raise money for the construction of docks, wharves and other necessary works, or it be undertaken by the Government in case there appear to be any objection to make over the river bank to a legally appointed trust.

7. The Lieutenant Governor's opinion on the main question is very generally in accordance with that of the committee. If a quay wall is practicable at a reasonable cost, in an engineering point of view, the Lieutenant Governor thinks that it would be by far the best thing, and that, if sanctioned, the constitution of a trust, with power to borrow money on security of wharf dues, to be rated by law, would be the best machinery to adopt. He believes that Government, if necessary, may safely lend the money required, at a remunerating rate of interest.

8. If jetties on the plan of the projectors are adopted instead, the Lieutenant-Governor sees no reason why the offer of the projectors might not be accepted, provided they will agree to a clause empowering Government to re-enter into possession at any time within the sixty years' lease, on giving one year's notice and paying the full cost of all the works done by the projectors which may be in good and useful order at the time.

9. If this clause is not agreed to, the Lieutenant-Governor thinks the work should be undertaken by a Board of Trust.

I have, &c.,

(Sd.) E. H. LUSHINGTON,

Secretary to the Government of Bengal.

(True Copy)

J. H. CASHMAN,

Offg. Register, Bengal Secretariat.

REPORT.

Your committee were appointed for the purpose of considering an amended project submitted by Messrs. Anderson, Fergusson, and Henfry, for the construction of jetties and wharves on the City Strand Bank of the Hooghly river.

No. 415, dated 19th Nov. 1861.

President:
A. R. Young, Esq.

Members:
Captain J. G. Reddie.
C. Chapman, Esq.
W. M. Whiffey, Esq.
Wm. Grant, Esq.
Lieutenant-Colonel J. P. Beadle.

First.—As to the advantages of the project to the shipping and commercial interests of this port.

Second.—As to the conditions it would be advisable to insist upon with regard to the shipping and commercial interests, and also with regard to the financial interests of the harbour funds.

2. Having perused carefully all the papers connected with the proposal of the above mentioned projectors, your committee find that the scheme consists of eight jetties, to be placed 300 feet apart from centre to centre, along that portion of strand-bank which is opposite to Clive Street, to the Bonded Warehouse, and to the Custom House premises. That these jetties are to be erected on solid iron screw piles, braced together, having a canal way of thirty feet width parallel to the bank, through the jetties, for the free passage of cargo boats; the heads of the jetties being made thirty-five feet wide, and extending into deep water so that a ship can lie along each jetty.

3. The projectors further propose, if the Government should desire to have a greater width between the ships, moored at the jetties, than the above arrangement would secure, to throw out one jetty, dividing the frontage between seven jetties; thereby giving an additional width between the vessels, of fifty feet, making the least width of way between vessels moored at the jetties, upwards of 100 feet.

4. The project involves the grant of a portion of the Strand Bank* to the projectors, for the erection of a shed, and across this portion of the bank, access would not be given to the public. This shed, and this space, would be wholly reserved for the convenience of cargoes, unloaded and to be loaded, at the jetties. To the rest of the strand bank access, as at present, is to be given for the service of the cargo boats; and the new sloping banks which would be formed are to be pitched with stone ballast, thereby improving this convenience for the general public.

* "From opposite Jackson's Ghât Street passing Clive Street to near Commercial Buildings of the Bonded Warehouse."

5. Your committee observe that the first objections taken to this scheme were on the part of the Bonded Warehouse: but the Directors, after some correspondence, agreed to give the promoters a lease of the frontage over which they have a right, for the same term of years which the Government concede for the remainder of the frontage.

6. The Government had stipulated that no permanent buildings, nor anything beyond a shed, should be erected upon the land so leased, to which the promoters had at once assented; and the Directors of the Bonded Warehouse were informed that the promoters had no intention whatever of entering into competition with them as for a Bonded Warehouse.

7. The next difficulty interposed was the representation of Captain Hill, first assistant Master Attendant in charge of the harbour, who pointed out that although the harbour of Calcutta presents a frontage of three and a half miles, a length of only 750 yards of it is available for the purposes of landing and shipping the cargoes of 200 sail of large ships and inland steamers; and that the jetties proposed for construction at which only the same number of ships could discharge or load, would obstruct or occupy the whole available frontage,

and that the cost to Government for this public disadvantage, would be at least rupees 30,000 per annum, which is the average yield of the moorings which must be given up.

8. The projectors replied to Captain Hill's objection, and affirmed that the moorings they require, and for which they propose to pay, amount to rupees 16,800 per annum, and not to rupees 30,000.

9. The foregoing proceedings are on the record of the Bengal Secretariat; and they led directly to the appointment of your Committee, who first examined Mr. Henfrey as representing the projectors.

10. The members appointed by the Chamber of Commerce objected to the scheme, as occupying for the private service of the projectors' jetties the very valuable frontage of Clive Street, so that the service of the public in respect to the cargo boats, especially in loading, would be altogether obstructed; and they made a point of having this portion of the strand bank left entirely free to the public, as at present. It was then proposed, and at the time acceded to by the projectors and by the Collector of Customs, that the shed and reserved land of the projectors, should commence from the south side of Clive Street, instead of from the south side of Jackson's Ghant Street, and be extended southwards for the length required; the Custom House sheds being also extended southwards on the new platform of bank to be formed by the projectors, who were prepared to extend their project to Colvin's Ghant, increasing the number of their jetties to eleven; so arranged that with the largest ships moored at the jetties, the clear distance between stern and stern, for entrance of cargo boats, should not be less than 100 feet.

11. Captain Hill was the next witness examined, and it soon became clear that he had not understood the mooring arrangements proposed, and when these were explained to him by Captain Reddie, and it was shown that a clear way was to be left along shore for the passage of cargo boats, Captain Hill withdrew his objections.

12. At this point of the proceedings your committee appeared to be arriving at a result in favor of carrying out the project thus extended and modified. But on the part of the two members named by the Chamber of Commerce there was still an uneasy feeling in respect to the whole matter, both as regards the limited nature of the aid which such a measure would afford to the port, and the disadvantages of giving up to private projectors, for a long term of

years, the only really valuable frontage which the city possesses for the purposes of loading and unloading vessels.

13. The greatest want of the river was felt to be a decided increase of accommodation, and it was rather considered that this partial scheme of jetties would tend to decrease the number of moorings available, whilst it monopolised the use of the most valuable moorings. There was a visible leaning to the scheme for establishing a wet dock as meeting the real requirements of the port; but as this scheme has only recently been before Government and the Chamber of Commerce, and has been for the present definitely dropped—the Chamber considering it useless to take any proceedings in the matter without the guarantee of Government, which guarantee Government distinctly declined to give—your committee confined the enquiry to the question of improving the strand bank and the facilities for loading and unloading.

14. One of our members, Mr. W. Grant, then submitted and claimed consideration for a project for the establishment of a continuous wharf wall, with a considerable added width of river bank, which had been prepared by Mr. Bradford Leslie, of the Eastern Bengal Railway.

15. Mr. Leslie's project embraces nearly the same frontage as the projectors' scheme, and extends from Clive Ghant Street to Chandul Ghant, a length of 1,425 yards, including two public ghauts, each one hundred feet in width.

16. This engineer proposes to form an embanked level frontage varying in width from 350 feet at Clive Ghant to 200 feet at Chandul Ghant; the river face of this embanked front being retained by a continuous vertical wharf wall in a minimum depth of twenty-four feet water, allowing the largest class of ships to be moored close along side the wall.

17. The wall has an iron shield facing for the portion below low water mark, formed by thick plates, fixed into and between strong grooved piles, standing four feet apart, with screw piles at forty feet intervals, which are to be screwed into the bed of the river and to a depth below the lowest point in the section of the river bed, the intermediate piles being driven to the same depth. The tops of these piles are to be securely moored to iron screws bedded into the bank, about

fifty feet back from the iron shield of the wall, which is thus held in position.

18. The backing of the shield is to be formed with concrete, and above that with masonry; the whole being finished above low water mark with a brick retaining wall.

19. The earth for the embankment is to be obtained from the large river durt which has formed nearly opposite to Chitpore. The estimate for the formation of this retained embankment amounts to £145 per yard forward, and with ten sheds at £5,026 each, the whole project for the 1,425 yards comes to £305,328.

20. Mr. Leslie states that the embankment with its vertical wall might be constructed in two years.

21. It was impossible to deny that a scheme which provided so large an area for operations, the space reclaimed amounting to nearly twenty acres, and which did away with the whole of the muddy foreshore of the river bank, enabling ships and boats to lie alongside, possessed advantages superior to those which would be gained from the construction of jetties; which, by intercepting the silt and offal carried amongst the piles, would, unless the conservancy of the river were strictly attended to, make the bank of the river more foul than it is at present.

22. As a sanitary measure Mr. Leslie's wharf wall project has great recommendations, and in all respects, a continuous wharf wall appears to be preferable to the system of jetties which has been proposed.

23. Mr. Henfrey, on the part of the projectors of the iron pile jetties, applied for access to this scheme of Mr. Leslie's, which, as herein described, has come to be considered, and he has remarked upon the same.

24. Mr. Henfrey says that a quay wall is naturally the first work which would occur to an engineer considering the subject of the Hooghly Strand Bank improvement, but that the difficulties in the Hooghly are great, that they were sufficient to deter him from entering upon such a task, and that he believes Mr. Leslie has much underrated them.

25. Mr. Henfrey lays great stress upon the tendency of the river bank to slip under weight, and he believes that Mr. Leslie's wall

would be subject to such slips, and that, as designed, it would not stand. Independent of this danger, he considers the iron shield too slight, and that the concrete instead of settling into solid mass, would press against it, and be for a long time inefficient to stand as a foundation for the upper wall, eighteen feet high, which has to be built upon it. He believes also the estimate to be wholly inadequate in cost for such a work, and that the time stated to be required for the construction is just as inadequate.

26. Mr. Henfrey says that he was led to propose the construction of screw pile jetties, because he believes this form of work to be the best adapted to the local circumstances of the river and ground, to be more certain of success, to be more durable, and to be more feasible as to cost. He concludes by stating that even the present restricted Custom House premises are never entirely covered with merchandise, whilst from the Armenian Ghaut to near the Burning Ghaut there are acres of wharf land at present unoccupied; so that wharf land in Calcutta is not sufficiently scarce or valuable, at the present time, to justify the expense of obtaining it by means of a river wall and embankment.

27. Your committee do not venture to give an opinion on the engineering features of these schemes; we believe that both schemes are practicable, feasible schemes, or that they can be made so; and we know that the Government has the means in Calcutta of obtaining a safe engineering opinion upon them.

Your committee would prefer to see the whole of the Strand Bank protected by a quay wall, commencing from Mullick's Ghaut, and running along the whole commercial front of the city.

28. The circumstances which recommend Mr. Henfrey's project are—that it is backed with a proposal for providing funds and for carrying out the works at once. That the construction of the jetties would be a present improvement on the existing arrangements for landing and for shipping cargoes is beyond question. But it has been considered by our members, that the advantages are not sufficient, and that these would be purchased at a sacrifice of principle and of future improvements, if the best commercial frontage of the city

were to be conceded for occupation by a private firm, during a term of sixty years, for the purpose of making a profitable speculation of it.

29. Instead of the Government thus vesting in a private company the occupation and improvement of the best part of the river frontage which it holds in possession ; your committee would desire to see the whole management of the strand bank vested in a public body, subject to public control and supervision, authorized by the legislature to raise money for the construction of docks, wharves, and such other improvements as may be considered necessary.

30. In 1852, the Government ruled that—

“ It is not proposed ever to alter the present line of the strand road to any great extent ; and it is proposed to keep the land between the road and the river in such a condition as to be both ornamental and healthful to the town and useful at once for the purposes of commerce and recreation. The design of the Most Noble the Governor of Bengal is that the land in question shall be used permanently and exclusively for purposes of public utility connected with the trade, the traffic, the health, and the convenience of the community, in furtherance of which design, roads, ghauts, wharves, and the like may be made, but no elevated buildings are in contemplation.”

31. Ten years have past away and the time seems to have arrived when the Government might give up to the city of Calcutta the strand bank, which has been created by the Chief Magistrate of the city, who commencing with Mr. MacFarlan in 1837, by the continuous deposit of conservancy soil, by constructing spurs, and by the consequent alluvion workings of the river, have secured the extension of the land and the formation of the present bank.

32. The legislature is at this present time considering a law for the constitution of the municipality on a new footing ; the formation of a River Board of Trust, as at Glasgow and Liverpool, for carrying out strand improvements might be provided for in the Act. If the Government should not be prepared to make over formally the river bank to a public legally-appointed trust, which is the course your committee would respectfully urge, then it appears to your committee that such works as the Government might be prepared to allow the execution of, for purposes of public utility connected with the trade, the traffic, the health, and the convenience of the community, should

be carried out by Government itself ; for it is clear, to use the words of the projectors, “ that unless some advantages are offered in the way of locality or otherwise, the public will not supply the funds to form a company, and the improvements, if made at all, must be done by Government and with Government funds.” The projectors would not admit any restriction being placed upon their profits, urging that, to secure ships, they must make the charges at their jetties at all events as low as the expenses by cargo boat, and that the competition of the cargo boats would virtually limit their charges : again in respect of time they urge, and with reason, that the term of sixty years is not too long ; when, as is proposed, the whole of the works at the expiration of the term are to become Government property. If it were to be proposed that Government should pay for the works when the term ceased, the projectors would probably not object to make the term of lease shorter, and to concede a power of redemption at fixed periods to the Government. Your committee, however, have not pursued the enquiry in these respects, because we are not in favor of the works being undertaken by a private company.

33. Our objections are not to the present project, so much as to the advantages of length of lease and of locality claimed by the projectors ; and to the works and profits passing, out of the hands of the Government and of the public, into the hands of private speculators.

34. At the same time that your committee would prefer to see the final and complete measure of a wharf wall carried out, which is a work in entire consonance with the views of Government expressed to the public in 1852, we are aware that better returns for outlay might be realized from the working of the jetties, which project might answer better as a speculation than a more perfect plan : but the wharf wall would in every respect be a great public improvement as well as a great commercial advantage, and it is a city work which ought to be carried out.

35. The fact of the number of moorings opposite the city being insufficient for the trade has come out very strongly in the course of this enquiry, and your committee would suggest that a line of light rails to be used as a tramway, carried along the whole bank to Hastings's bridge, would aid the river very much, by enabling ships to discharge and load from about Cooly Bazar and Kidderpore.

36. In Bengal Government's letter No. 1, dated 2nd January 1862, a question as to the river frontage to be occupied by the future, by the increasing number of river steam companies, has also been referred for the consideration of your committee, with advertence to a letter from the firm of Messrs. John Borradale and Co., extract as in margin.

With all deference to the opinion of the Public Authorities on the same subject, we should propose the following plan by which the wants of all parties can be relieved:—

- (1.) That the waste grounds, north of the "Mint," at present occupied by straw and hay dealers, and claimed as Government property, be resumed, and
- (2.) That this ground be rented out to the various steam interests for the purpose of erecting their own store-houses and loading piers.

If this were done, the Inland Steam Traffic would be removed to a distance, where it could not interfere with the other shipping interests of the port, and where each company could make suitable arrangements for its traffic. At the same time the river banks of that portion of the town would be cleared of what, at present, is little short of a public nuisance.

37. Our members have inspected the river and road frontage, as far as the burning ghant, and feel it to be a duty to direct the attention of Government to the disgraceful state of the strand above the frontage frequented by the European community, and to the advantage to be derived from clearing it of its present incumbrances, whereby the sanitary condition of the town may be promoted, and the conveniences for country produce, and the inland trade, improved.

38. The dangerous grouping of the hay and straw-boats close to the commercial shipping of the port, and the unworthy occupation of the strand road frontage by mud huts, and wooden structures, which disfigure and endanger the town, should give place to improved arrangements. The strand road from the Mint to Nimtollah, should be faced with a range of upper-storied buildings.

39. The straw-boats trade should be kept strictly within limits, and be moved up to Chitpore; where, above the moorings of the East Indian Railway vessels, there is a large plot of ground where the grass and hay might be stacked.

40. The inland river steam companies might then have a certain length of frontage, north of the Mint, allotted exclusively for their convenience; and there would be no hardship in carrying out this recommendation, if the means were afforded to the companies of constructing their stores and offices opposite to the moorings allotted to them.

41. The Board of Trust for the strand bank might have powers extending to the whole strand road frontage as far as the burning

ghant, to enable it to dispose equitably of the vested rights of the present occupiers of the ground, who might refuse to construct proper buildings to face the Strand.

42. The removal of the country boats, and the vacation of the moorings at present held by the inland steam companies, would relieve the frontage below the Mint, which should be wholly devoted to exports and imports: your committee accordingly have no hesitation in supporting this measure of placing the river companies and their offices north of the Mint, as proposed in the letter referred for our consideration.

43. Our president and two of our members having left the country before these proceedings were concluded, this report is signed by the members who remain; and we append a manuscript copy of a note recorded by our late colleague, the Collector of Customs.

(Sd.) Wm. GRANT,
" JOHN G. REDDIE,
" J. P. BEADLE, *Lieut. Colonel.*

FROM MESSRS. JOHN BORRADALE & Co., to LIEUTENANT-COLONEL J. P. BEADLE, *Officiating Secretary to the Government of Bengal, Public Works Department, (dated the 13th December 1861.)*

SIR,—The growing wants of the trade of Calcutta generally, and of the inland steam companies in particular, induce us to submit to you a proposal, which, if sanctioned and carried out by His Honor the Lieutenant-Governor, is likely to meet the urgent wants of some of the river steam companies lately established or about to commence operations, while at the same time it will in no small degree tend to relieve the shipping in port of its present crowded state.

The inshore moorings along the strand road from Custom House ghant to Armenian ghant are now occupied by the steamers and flats of the following companies:—

- "India General Steam Navigation Company Limited,"
- "Bengal River Steam Company Limited,"
- "Ganges Steam Navigation Company Limited,"
- "Clegghorn's River Steamers,"

much to the inconvenience of the shipping interests generally: but there are three other steam companies which will shortly commence

operations, and it seems impossible to provide for their wants on the same line of frontage.

Of the four first mentioned companies, two only, the "India General Steam Navigation Company Limited," and the "Ganges Steam Navigation Company Limited," can be said to possess proper and satisfactory accommodation for loading and unloading, having moorings opposite the godowns in which their goods are deposited.

With all deference to the opinion of the public authorities on the same subject, we should propose the following plan by which the wants of all parties can be relieved:—

(1.) That the waste grounds north of the *Mint*, at present occupied by straw and hay dealers, and claimed as Government property, be resumed; and

(2.) That this ground be rented out to the various steam interests for the purpose of erecting their own store-houses and loading piers.

If this were done, the inland steam traffic would be removed to a distance where it could not interfere with the other shipping interests of the port and where each company could make suitable arrangements for its traffic. At the same time, the river bank of that portion of the town would be cleared of what, at present, is little short of a public nuisance.

We are induced to make these suggestions as part owners of the block of the Bengal River Steam Company Limited, and although it may not suit the old established companies to leave their present positions, we submit that it is necessary and fair that provisions should be made for their younger rivals, whose operations cannot but favorably influence the commerce of the country.

We understand that the ground in question is the subject of some dispute, and Government may therefore not be in a position to secure its permanent and undisturbed lease; we have, however, reason to believe that in the absence of better accommodation, the parties concerned would take conditional leases in preference to being left, as at present, without any, or with only imperfect, accommodation, and they would meet the case by erecting buildings of a removal nature.

We shall thank you to lay the subject of this letter before His Honor the Lieutenant-Governor, and we feel persuaded that it will meet with all the consideration it deserves.

APPENDIX C.

PROPOSED FORMATION OF A NEW PORT IN
EASTERN BENGAL.

No. 1435.

FROM

THE OFFG. SECRETARY TO THE
GOVERNMENT OF BENGAL.

TO

THE SECRETARY TO THE
CHAMBER OF COMMERCE.*Dated Fort William, the 6th August, 1862.*

General.

SIR,—I am directed to forward herewith a copy of the correspondence noted in the margin, and to request that the Chamber of Commerce will be so good as to favor the Lieutenant Governor with an early expression of their opinion on the proposal therein referred to for the formation of a port in Eastern Bengal, and for the selection of the best site for the port.

I have the honor to be,

Sir,

Your most obedient servant,

A. EDEN,

Offg. Secretary to Government of Bengal.

FROM

LIEUT. COLONEL J. P. BEADLE,

*Offg. Secretary to the Government of Bengal,
in the Public Works Department.*

TO

THE SECRETARY TO THE
GOVERNMENT OF INDIA,

IN THE PUBLIC WORKS DEPARTMENT.

Fort William, the 21st April, 1862.

P. W. DEPARTMENT.

Communications,
River Improvements.

SIR,—In November 1860, the Lieutenant-Governor of Bengal applied to the Government of India, in the Home Department, for the services of Lieutenant Sweeney, of the Indian Navy, to survey the sea channels of the Gora river.

2. This was recorded; and in December following the Lieutenant-Governor was informed by the Superintendent of Marine, that Lieutenant Sweeney, commanding the surveying brig *Mutlak*, had proceeded up the Horungotta, and had reached Morrellgunge without experiencing the slightest difficulty.

3. The report submitted by the surveyor was acknowledged by the Lieutenant-Governor as a very encouraging report, and a further descriptive letter, dated 5th April 1861, was received in due course with a chart of the channels in two sheets.

4. The Lieutenant-Governor had previously recorded in a minute, which was sent to the Superintendent of Marine, the experiences he had gained in passing through the rivers of Eastern Bengal, and the primary conclusions which he had arrived at respecting the best position for an eastern port.

5. It will be seen from the accompanying copy of this minute that the Lieutenant-Governor has a very strong opinion of the advantages of forming an independent port for the very large trade of Backergunge and the eastern provinces.

6. The Gora, which is the principal river feeder of the Horungotta, has become the natural path of the Ganges to the sea; and each year the bed of the Ganges between the head of the Gora, and the great branch of the Burrampootra, is becoming shallower and more difficult of navigation. The river itself is the route for all steamers and boats of burthen between Calcutta and the north-west, except during the period when the Nudda rivers are open; and the surveyor's reports shew that by the Horungotta channel it has a fine open way out to sea during the north-east monsoon for vessels drawing twenty feet of water. Up to this time it has been found that Captain Lloyd's chart of the sea face of the Sunderbans represents the channels correctly, and is a safe guide for navigation.

7. The only drawback to the sea entrance is stated to be a long flat, which has to be crossed, in a direction measuring twelve miles from the outside, before deep water can be obtained. On this flat, at the shallowest part, and at low water springs, there are two and a half fathoms water, with a soft mud bottom, and three and a half fathoms at high water neaps, which is ample in the north-east monsoon for vessels drawing up to twenty feet water; but with the heavy rolling sea of the south-west monsoon, this entrance it is feared would be dangerous, so that we cannot at present reckon upon the mouth of the river being open during the south-west monsoon. If, however, the channel once becomes well known as a good channel in the north-east monsoon, it is impossible to say that it may not become a channel resorted to by vessels of a considerable size even in the south-west monsoon.

8. It is a favorable feature in this proposal for a new port that the water in the river should be so fresh, and that the country should be so healthy.

Lieutenant Sweeney writes that—

"The Horungotta is a fine stream possessing the advantages of a channel deep enough for large ships to navigate; is also devoid of shifting sand banks, and, owing to the almost straight course of its bed from Morrellgunge, has a fair tide with but few eddies, it also has fresh water and is not more unhealthy than Calcutta."

9. The surveyor also says that "the pilotage, with a few buoys, would be rendered very simple," and that

"Morrellgunge already possesses a well supplied bazar on market

days, and is easily reached from sea with one flood, either with steam or a fair wind."

10. The Lieutenant-Governor thinks that the Horungotta should be buoyed off for navigation by sea-going vessels, and that this project of a new port, to be formed at Kutchoah, or at some more favorable point between that and Morrellgunge, if the navigation up to Kutchoah should be found too difficult, is one which should be immediately undertaken.

11. The Backergunge district requires such an outlet for its rice cultivation, which amounts in value to sixty lakhs of rupees; and the trade of the Burrampootra from the marts of Serajgunge and of Naraingunge would be sufficient of itself to create a working traffic.

12. The advantages of such an independent port to the trade of Eastern Bengal appear to the Lieutenant-Governor to be inestimable, saving, as it would do, the tedious and dangerous navigation in the Soonderbun channels. It is at the season when all large boats running between Calcutta and the north-west must pass through the Eastern Soonderbuns, close to the proposed new port, that this port would be certainly accessible to large ships.

13. The Revenue Board in 1855 saw the great advantage of having such a port, for they suggested the establishment of a mart in some convenient place in or near the Soonderbuns for the sale of the produce of the eastern districts of Bengal, independent of the present Calcutta mart.

14. With these remarks the Lieutenant-Governor places his recommendation before the Government of India, that steps should be taken during the next north-east monsoon to buoy off the entrance to the Horungotta, and also the navigable channel of that river, so that it may be prepared for sea-going vessels; when the fact should be notified to the public. In the meantime, further enquiries should be set on foot respecting the precise site to be chosen for the port.

I have the honor to be,

Sir,

Your most obedient servant,

J. P. BEADLE, *Lieut.-Colonel,*

*Offg. Secretary to the Government of Bengal,
in the Public Works Department.*

MINUTE.

In passing through the rivers of Eastern Bengal last year, I was much struck with the natural advantages to commerce which the river called, at various parts of its course, the Goral, the Balissur, and the Horungotta, apparently affords. Kutchoah, a village in the latitude of Calcutta, 100 miles in a direct line to the east of it, but about thirty miles nearer the sea, looks to the eye as if it were capable of being made as good a port as Calcutta. If this could be, I think that from its advantageous situation it would become a place of the first importance. It has easy communication with the sea to the south; it lies in the track of the trade from Dacca and Eastern Bengal, from Assam, and from Serajgunge and Northern Bengal. It is also, during the greater part of the year, close to the track of all the heavy trade from the Upper Ganges and the North-West. It is within twenty-five miles of the great mart of Nulchitty on the Burrial river, which is a great place of trade. Indeed in all respects the position of this place is unrivalled.

2. If a port can be established at Kutchoah it will save all this trade about 240 miles of tedious and dangerous boat-navigation in the Soonderbun channels; and it will save steamers about 480 miles.

3. Supposing the river not to be easily navigable as high as Kutchoah, a port at any place between that place and the sea, either in the Horungotta, or in one of the channels running into it (as for example at a point a few miles below Morrellgunge,) would sufficiently answer the purpose. It is one of the great advantages of this fine river that it carries fresh water down to near the sea. The water, I am informed, is quite fresh even at Morrellgunge.

4. A mere inspection of the chart of Captain Lloyd's survey made in 1840 seems to shew generally up to Kutchoah better water than the Hooghly, at low water, though the rise of tide is less. Indeed from that chart it would seem that the only shoal place is at the sea entrance, in a spot which may be described, in a rough way, as corresponding with the Gasper. The depth of water there is two and three quarter fathoms, with a rise of tide of eight feet. The soundings are worse rather than better in the Gasper, though there the rise is thirteen feet.

5. It is needless to dilate on the immense advantage to the whole of this side of India, and to British commerce, which a sea port would be of that like Kutchchooh or any other port on the same river, would save upon the greater part of Bengal produce many shillings a ton in river conveyance to the Soonderbuns; and to South-Eastern Bengal generally, the advantage, it seems to me, would be inestimable.

6. When the project of creating a port on the Mutlah, thirty miles east of Calcutta, was first mooted, whilst I was a member of the Council of India, I then suggested that, before determining that question, it should be made quite certain that it would be impossible to have a port so much further to the eastward as to give the country the full benefit of two distinct ports. But the Mutlah project was resolved upon at home, without any such enquiry, upon independent considerations; and at that time I was not aware that a question of an eastern port had ever been practically considered.

7. It appears, however, that in 1855 the Board of Revenue had suggested the establishment of a mart in some convenient place in or near the Soonderbuns, for the sale of the produce of the eastern districts of Bengal, independent of the present Calcutta mart. The rivers Balissur and Bheekhallee, which runs into the Balissur near its mouth, the Board thought were the best streams for the proposed mart to be situated on. The exports from Cachar, Sylhet, Mymensing, Dacca, Tipperah, and Chittagong, they observed, pass through the Backergunge Soonderbuns en route to Calcutta at considerable expense and risk, which, the Board believed, would be saved by the adoption of their proposal.

8. With this view the Board suggested, as a preliminary measure, that a vessel should be sent by Government to survey the entrances into the Balissur and Bheekhallee from the Bay of Bengal, and also to discover how far up these rivers ships of burden could ascend. The former of these rivers was represented to be a very deep stream in which there are no sand banks, and the latter was pronounced to be a fine open river, with plenty of water.

9. At that time the district of Backergunge alone produced sixty lakhs of rupees worth of rice, and this of itself, the Board argued, would be a sufficient inducement for ships to sail up these rivers, and

receive their cargo of rice at the place of production. Accordingly, Captain Rogers, the late Superintendent of Marine, was, I find, directed by the Government of the day to arrange for surveying the rivers named; and the result of his plans is given in his letter No. 7449, dated the 12th March 1855.

10. From this letter it appears that Mr. Barton, a mate in the inland service, was entrusted with the survey duties; and I observe from a perusal of his report that little or no change had taken place in the channels since they were first surveyed by Captain Lloyd. But Mr. Barton came to the conclusion that the Balissur was not adapted for navigation, except for vessels of a small class, and that the Bheekhallee was altogether unsuited for the navigation of vessels of any class, there being only six feet of water at the entrance, with a rise of eight feet at spring tides. He added, however, that should it be considered advisable to open the Balissur, marts might be established at Kutchchooh or at the mouth of the Gobra nullah, these sites being the most eligible.

11. Captain Rogers did not recommend the establishment of a mart on the Balissur. But he seems to have formed his conclusion not because he thought the river itself bad, but because it was not provided with buoys to mark the channels, and there were no pilots who could conduct a ship in, or out of port in safety without such aid. He added, however, that he had been informed by Mr. Charles Cantor, a merchant of this city, that his firm had loaded the *Dunregeon Castle*, a ship of 500 tons, at Backergunge, in the year 1819, and that she had entered and departed in safety.

12. It certainly would not have been a likely project to create a port fifty miles up a river, and eighty miles above the Sandheads, in the Delta of the Ganges, which should have no buoys or pilots. But the question, I think, should have been asked, would not such a port as Kutchchooh be worth buoys and pilots? However that may be the consequence of the opinions above reported was that the Board's project was laid aside. Subsequently, in February 1856, on the recommendation of Mr. Reilly, the Soonderbun Commissioner, the Board again came up to Government and proposed the establishment of a mart on some spot between the Passur and Soopah rivers; and as a preliminary to the determination of the main question, they suggested that soundings should be taken, and the rivers surveyed without loss of time.

13. This duty likewise was entrusted to Mr. Barton, and it seems from his report that this survey was considered to be satisfactory so far as it went, as it showed that the channels of the Passur and Scop-sah were navigable generally. But the months of the rivers required to be specially surveyed, and as this part of the work could not be completed in consequence of the lateness of the season at which the survey was commenced, the Board suggested that it should be done during the next cold weather. This, however, was not done: and there the matter dropped.

14. The Gori is the river by which all steamers and boats of burden, passing between Calcutta and the North-West, must enter or leave the Ganges except in the rains. Major Sherwill has found this river to be very rapidly increasing in size, and I think there is every appearance that in a few years it will carry down the greater part, perhaps almost the whole, of the Ganges water. Its importance, therefore, will probably increase from year to year.

15. Being strongly impressed with the incalculable advantage of which a port on this noble river would be, even if it had water for vessels only of 600 tons, I put myself into communication upon this subject with Captain Rennie, the present Superintendent of Marine; and I am happy to find that he sees nothing conclusive against the practicability of the scheme, in such cursory survey operations as have been conducted, and that he is of opinion that the object is such as to demand a very much more thorough investigation than has yet been made.

16. I accordingly desire that instructions may be at once issued to the Superintendent of Marine, requesting him to be so good as to direct a thorough survey to be made during the coming fine season, by a competent marine surveyor, of the sea channels and entrance of the Horungotta, and of the river channel up to Kutchcoah. He may be told that Mr. Morrell, of Morrellgunge, has kindly promised to give the surveyor every facility and information in his power, and to supply him with fishermen who know the river.

J. P. GRANT.

The 2nd October, 1860.

(True Copies.)

J. H. CASIMAN,

Offg. Register, Bengal Secretariat.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 26th August, 1862.

THE HON'BLE A. EDEN,

Offg. Secy. to the Government of Bengal.

SIR,—Your letter No. 1435 of the 6th instant and its enclosures relative to the proposed formation of a port in Eastern Bengal have had the consideration of the Committee of the Chamber of Commerce; and I am directed by them to state in reply that in their opinion a committee should be formed next cold season consisting of competent nautical men, Government and non-official, two or three members of the Chamber, and one or two masters of English vessels; and that such committee should proceed to the spot suggested in the Lieutenant Governor's minute, and subsequently report on the whole question involved in his recommendation.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

APPENDIX D.

STRIKE OF NATIVE BOATMEN.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 31st May, 1862.

E. H. LUSHINGTON, Esq.,

Secretary to the Govt. of Bengal.

SIR,—I have the honor to represent for the information of His Honor the Lieutenant-Governor that it has come to the notice of the Committee of the Chamber of Commerce that owing to the issue of an order from the Conservator of the port prohibiting the use of fires on board of native boats unless in cabooses constructed of or lined with metal, and prohibiting the crew from having any fire on board after 9 P. M., there has been a general strike amongst the boatmen.

The Committee are aware that the order has been issued in consequence of representations of the danger to the shipping caused by these fires made by numerous masters of vessels in a letter which was forwarded to the Government of Bengal by the Committee: and they are still of opinion that the order should be enforced so far as it directs that every cargo boat shall be provided with a properly constructed caboose for the purposes of cooking, but, as it is obviously impossible that these cabooses can be at once procured in number at all equal to the number of boats which will require to be furnished with them, the Committee think the rule should not come into operation until after a full month's notice.

With reference however to the extinction of fires at 9 o'clock the Committee are disposed to think that such a regulation cannot be carried out without hardship to the crews of the boats. The case is by no means analogous to that of docks in England quoted by the commanders in the letter referred to. Here the boats are, it may be said, the home of the boatmen; their cooking is necessarily all done

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on board, and it would be an undoubted hardship that for cooking or for any other purpose no fire or light should be allowed on board after a fixed hour.

The Committee incline also to the opinion that the danger to be apprehended from these fires has been much overrated by the commanders in their letter. It is certain, as stated by Captain Howe, in his letter dated 10th February last, that no fire amongst the shipping has arisen, from this cause, at any rate, for the last twenty-five years, and the danger such as it may have been will certainly be further diminished by the use of properly constructed cabooses being made imperative, which the Committee understand the owners of cargo boats are willing to provide.

The Committee therefore respectfully submit for the consideration of the Lieutenant-Governor that the notification in question should be modified to the extent suggested by them; and with reference to the inconvenience and loss caused by the strike now brought to notice they desire me to express a hope that this matter may have His Honor's immediate attention.

I have, &c.,

H. W. I. WOOD,

Secretary.

No. 500.

FROM

THE JUNIOR SECRETARY TO THE
GOVERNMENT OF BENGAL.

TO

THE OFFICIATING MASTER ATTENDANT.

Dated Fort William, the 3rd June, 1862.

Marine.

SIR,—I am directed to acknowledge the receipt of your report No. 1527, dated the 31st ultimo, on the petition of certain cargo boat

proprietors, appealing against the order of Government for the extinction of fire on cargo and other native boats after gunfire.

2. The state of this question makes it necessary to review the correspondence from the commencement.

3. On the 6th December last, fifty-three commanders of merchant ships frequenting the port of Calcutta addressed the Chamber of Commerce regarding certain impediments which they said were thrown in the way of the shipping interests here, and asked the Chamber to use their influence with the Government and the mercantile community to have them removed.

4. Among these impediments was the following:—

"We would call your immediate attention to the great risk of fire which threatens all ships in moorings from the blazing wood fires and unrestricted naked lights on board the large number of dinghies and other boats covered with mats and straw, which lie between them and the shore. A fire that should destroy the double line of ships from Baboo Ghant to Fort Point, would be followed by some stringent rules respecting fire. Why should they not be made now? for 'prevention is better than cure.' In London, fires are not allowed in docks; why should boats composed of wood, mats, and straw be allowed to light naked fires to wind-ward and under the very bows of a line of ships full of life and worth with their cargoes upwards of a million of money? How often too are men seen smoking on the thatched-roofs of boats in the same position."

5. On the 7th January the Chamber in forwarding to Government the letter from the fifty-three commanders, expressed a hope that the various points noticed would receive early attention, and specially enumerated among them, "the risk from fire apprehended from the clustering together, between the shore and ships in moorings, of native boats of all descriptions, the careless and unrestricted use of fire and lights on board of which renders their proximity to the valuable shipping a source of anxiety and danger." The Chamber made no specific recommendation except that steps should be taken forthwith for maintaining an uninterrupted passage between ships in moorings and the shore clear from native boats of every description, but they added that the risk pointed out, namely the risk of fire from the careless and unrestricted use of fire on board of such boats, should be guarded against without delay.

6. The Chamber were told in reply on the 16th January that their recommendation for keeping boats which generally have fires and naked lights on board, and are often covered with mats and straw, clear of ships and moorings, being one which it was unquestionably expedient to adopt immediately, you had been requested to prepare and send for approval a port rule to that effect.

7. Your report on the subject was received on the 10th February, and after showing that cargo boats and dinghies could not, either with justice to their owners or without great inconvenience to the shipping, be prevented from remaining between the moored ships and the shore; and pointing out that no instance of injury to the shipping from fire breaking out in a cargo or other native boat had ever occurred, you recommended nevertheless, as a measure of precaution, that the rules for regulating fires and lights on board vessels in port should at once be made applicable to cargo and other native boats.

8. These rules provide, *first*, that no naked light is to be used on board any vessel; and *second*, that fires are permitted only in galleys or fire places regularly constructed for the purpose, and must be extinguished by 8 p. m. It was proposed by you that these rules should at once be adopted, that every cargo boat, budgerow, and indigo planters' boat should be compelled to have on board a small caboose with closed top and folding doors, but that blurs and dinghies should not be required to have cabooses.

9. Your suggestions were approved, and the Chamber of Commerce were informed on the 27th February that ships' dinghies and cargo boats could not be prevented from remaining near the shipping, but that the port rules regarding lights and fires would be enforced against all native boats. To this the Chamber made no objection.

10. On the 12th March you reported that you had promulgated on the 1st the rules for regulating the use of fire and lights on board cargo boats, budgerows, and indigo planters' boats, but that owing to a strike of the boatmen and a consequent representation of inconvenience on the part of several merchants you had suspended the operation of that part of the rules which provides for extinguishing fires in cooking places at 8 p. m. until the conclusion of the festival of Ramzan.

11. On the 20th March the Commissioner of Police was asked whether arrangements could not be made for allowing the boatmen

of cargo boats, budgerows, and indigo planters' boats to cook on shore instead of on board their boats, but this being objected to you were directed on the 4th April to reconsider the rule under which all fires on boats of the above description were to be extinguished at 8 p. m. On the 10th April you recommended that the rule should remain in abeyance; but the Government could see no objection to enforce the rule after gunfire, and as you acquiesced in this view, you were desired on the 7th May so to enforce it.

12. Against this order the cargo boat proprietors now protest. They are willing to bear the expense of providing a caboose for each boat, but they state that in consequence of the rule prohibiting fires on board after gunfire the crews refused to work, and they beg that it may not be enforced. The Chamber of Commerce too object to the order for extinguishing fires in these boats after gunfire, and request that the rules may be modified to that extent.

13. You do not however agree in the proposed modification, and you recommend that this rule be enforced as it stands. You agree that there is no necessity for cooking after gunfire, and that all fires and lights on board cargo and other native boats should be extinguished at that time.

14. This is a question in which the Lieutenant-Governor is disposed to be guided by the advice of the Chamber of Commerce, and of other gentlemen interested in the safety of the shipping on the river as well as in the general trade of the port. The question is whether the danger to the shipping from allowing cooking fires on board cargo boats and other native boats after gunfire is so great as to require that all such fires shall be extinguished at gunfire; the Lieutenant-Governor is of opinion that it is not. It was never asked either by the commanders of ships or by the Chamber that fires should be extinguished on board native boats after a particular hour of the night; it is not known that any injury has ever been done to shipping in the port by fires breaking out on board such boats: and with the additional precaution of a caboose on board cargo boats, budgerows, and indigo planters' boats, and the facility that exists for at once scuttling a dinghy or bhur that happens to take fire, it is most unlikely that any such injury will arise from this cause.

15. Your notification of the 1st March should therefore be cancelled, and an amended one issued, merely requiring that on board cargo boats, budgerows, and indigo planters' boats fires shall not be permitted except in a small iron caboose fitted with doors, and that on bhus and dinghies the cooking place shall be in the hold and no fires permitted elsewhere.

I have the honor to be, &c.,

(Signed) J. D. GORDON,

Junior Secy. to the Govt. of Bengal.

No. 561.

Copy forwarded to the Chamber of Commerce for information with reference to their Secretary's letter dated the 31st ultimo.

J. D. GORDON,

Junior Secy. to the Govt. of Bengal.

FORT WILLIAM, }
The 3rd June, 1862. }

APPENDIX E.

STRIKE OF NATIVE CARTMEN.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 15th October, 1862.

THE HON'BLE A. EDEN,

Offg. Secy. to the Government of Bengal.

SIR,—The recent strike among the native cartmen of Calcutta suggests the inquiry whether it is not expedient that some means should be adopted with the view of preventing a recurrence of what has proved a source of very considerable embarrassment to the commerce of the city and of great inconvenience to the community at large.

Under the ordinary circumstance of a strike in consequence of a demand for higher wages, or as in the late instance of the cargo boat-men, who struck work in consequence of a complaint of the stringency of a port regulation, the Committee would not make any representation; but the case under submission is a peculiar one, being the case of an attempt to defeat the law and to resist the provisions of a just and humane enactment; the owners and drivers of hackeries in Calcutta have combined and refused to work in consequence of fines adjudged by the magistrates for a breach of the law which punishes cruelty to animals, such fines having been, in all cases, considerably less than the amount which the law authorises.

On this ground therefore the Committee think it incumbent on them to press upon the attention of the Lieutenant-Governor the desirableness of making legislative provision by which any similar hurtful combination may be rigorously dealt with, and they trust His Honor will be pleased to take their suggestion into considera-

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tion, and to take such measures as will prevent the recurrence of unlawful combinations of the nature referred to.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

No. 4284.

FROM

J. GEOGHEGAN, Esq.,

Under-Secretary to the Government of Bengal,

TO

THE SECRETARY TO THE BENGAL CHAMBER OF
COMMERCE.

Fort William, the 12th November, 1862.

JUDICIAL.

SIR,—I am directed to acknowledge the receipt of your letter dated the 15th ultimo, submitting a recommendation from the Committee of the Chamber of Commerce to the effect that some legislative enactment should be passed to prevent strikes such as occurred lately among the carters of Calcutta, and in reply to forward to you the accompanying extract (paragraphs 6 to 8) from a report, No. 1034, dated the 27th idem, from the Commissioner of Police, and to state that the Lieutenant-Governor entirely concurs in the views therein expressed by Mr. Wauchope as to the inexpediency of making a spontaneous combination to refuse work in itself a punishable offence. For the punishment of combinations for an illegal object, as well as of any attempt to compel others by force or intimidation to join a combination, even in itself not illegal, the provisions of the Penal Code are, in the Lieutenant-Governor's opinion, amply sufficient.

I have the honor to be,

Sir,

Your most obedient servant,

JOHN GEOGHEGAN,

Under-Secretary to the Government of Bengal.

Extract of a letter from S. WAUCHOPE, Esq., c. b., Commissioner of Police, Calcutta, to the Officiating Secretary to the Government of Bengal,—(No. 1034, dated the 27th October 1862.)

PARA. 6.—With regard to the recommendation of the Chamber of Commerce, forwarded with your endorsement No. 3710 of the 16th instant, to the effect that a legislative enactment should be passed to prevent strikes, such as occurred lately among the hackery drivers of Calcutta, I have the honor to state that I am averse to this course being adopted.

7. In the first place it is to be observed that a body of men may strike work with some show of reason, as in the case of the cargo boat-men, because they were not allowed to attach their boats to the Government buoys, and the dinghy-men, on account of the prohibition of fires on board their boats after a certain hour. I mention these cases, for in both the grievances were redressed by the original orders, or a portion of them, being cancelled. In England there are strikes by cab-men, masons, cotton spinners, &c., and the boat-men, carters, and others of Calcutta follow the example of their brethren elsewhere. These strikes unquestionably put the whole community to very great inconvenience, but those concerned in them suffer the most in the long run, and I do not see how we can justly compel men to work who have entered into no contract to do so, provided the offence is nothing beyond a simple refusal to earn their daily bread.

8. If carters, boat-men, &c., go beyond this refusal, and if those engaged in a strike prevent others by threats or in any way from working, an offence has doubtless been committed, and the offenders can be punished according to the Penal Code for "wrongful restraint," or "criminal intimidation," as the case may be, and in the late strike I had several individuals arrested by the Police and brought before the Magistrate for having transgressed the law by preventing carters, who were willing to work, from entering Calcutta.

(True copy)

J. H. CASHMAN,

Officiating Register, Bengal Secretariat.

APPENDIX F.

SUNDAY MAILS.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 22nd February, 1862.

W. GREY, Esq.,

Secy. to the Govt. of India, Home Department.

Sir,—I am directed to acknowledge the receipt of copy of the communication from Her Majesty's Post Master General to Her Majesty's Secretary of State for India relative to the closing of English mails on Sundays, as prayed for by the Trades Association of Calcutta, supported by the representations of the Landholders' and Commercial Association and the Chamber of Commerce; and I am desired to express the regret of the Committee of the Chamber that their application has not been favorably entertained.

In making that application the Committee did not fail to notice and duly consider the points which it is apprehended were at the time lost sight of, the experience of several years having satisfied them that the regularity of the entire homeward mail service would not be disturbed or its transmission materially delayed by the proposed postponement of the Calcutta mail for twenty-four hours, and in confirmation of that view they can point to the frequent detentions of the mail packets from this port under the authority of the Governor General in Council without in any instance involving any interference with the homeward mails from China and Australia via Gallo.

On this point therefore the Committee respectfully submit that His Lordship the Post Master General has advanced an objection which on re-consideration, they trust, will be withdrawn.

The objection moreover to alter fixed days of sailing from Calcutta if applicable to the homeward mails would apply equally to the outward mails; but since, as a rule, the mails for India via Marseilles are closed in London on the following evening when the regular mail day falls on a Sunday, the Committee fail to perceive why the same rule should not be observed in Calcutta.

In answer to the remarks in the 4th paragraph of Mr. Secretary Hill's letter I am directed to observe that he has misinterpreted the refer-

ence made by the Chamber of Commerce to the making up of the Southampton mail: the reference being clearly to the practice of making up the mails in London for transmission *via* Marseilles and *via* Southampton; as no allusion was made to packets being made up at Southampton, but to their being made in London for transmission *via* Southampton.

The Committee having, as they trust, satisfied the Governor General in Council that they have fully met the objection raised by Her Majesty's Post Master General, they respectfully repeat the request submitted in their letter of 27th September, confident that it will receive His Excellency's favorable recommendation.

I have the honor to be,

Sir,

Your most obedient servant,

H. W. I. WOOD,

Secretary.

No. 1215.

FROM

A. M. MONTEATH, Esq.,

Under-Secy. to the Govt. of India,

TO

H. W. I. WOOD, Esq.,

Secy. to the Bengal Chamber of Commerce.

Dated Fort William, the 7th March, 1862.

Home Dept.

Sir,—I am directed to state for the information of the Chamber of Commerce that your letter dated the 22nd ultimo, regarding the closing of the English mails on Sunday, will be forwarded to the Secretary of State.

I have the honor to be,

Sir,

Your most obedient servant,

A. M. MONTEATH,

Under-Secy. to the Govt. of India.

INDIA OFFICE,

London, 9th June 1862.

HIS EXCELLENCY THE RIGHT HONORABLE THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

My Lord,—The further memorial from the Bengal Chamber of Commerce forwarded with your Post Office letter, No. 1, of the 7th of March 1862, relating to the detention of the mail at Calcutta for twenty-four hours, whenever the day for closing the mail falls on a Sunday, has been laid before Her Majesty's Post Master General.

2. In reply, Lord Stanley represents that he sees no reason to alter his decision on the subject communicated to you in my despatch No. 152, dated 24th December 1861, as it appears from the record of the Post Office that, while the packet from Calcutta is timed to arrive at Point de Galle one day after the packets from China and Australia, on nine occasions out of twenty in which the packet has been detained at Calcutta after the proper day of departure during the last two years, it reached Point de Galle two or more days after the branch packets from Australia and China, thus delaying to the same extent the important mails from those places for England.

I have the honor to be, &c.,

(Sd.) C. WOOD.

No. 3625.

Copy forwarded to the Secretary to the Bengal Chamber of

From Secretary, Bengal Chamber of Commerce, dated 22nd February 1862. To Bengal Chamber of Commerce, No. 1215, dated 7th March 1862. Commerce, for the information of the Chamber, with reference to the correspondence noted in the margin.

By order,

A. M. MONTEATH,

Under-Secy. to the Govt. of India.

HOME DEPARTMENT,

Post Office,

The 22nd July 1862.

APPENDIX G.

CONSOLIDATED CUSTOMS BILL.

No. 1296.

FROM

J. GEOGHEGAN, Esq.,

Under-Secretary to the Government of Bengal,

TO

THE SECRETARY TO THE BENGAL CHAMBER OF
COMMERCE,

Fort William, the 28th July 1862.

Customs.

SIR,—I am directed to forward the accompanying copy of a letter No. 28, dated the 24th instant, from the Officiating Deputy Secretary to the Government of India, in the Home Department, enclosing a copy of the consolidated Customs Bill as amended by the Select Committee, together with their report on the bill, and to request that the Chamber will favor the Lieutenant-Governor with any suggestion or observations that they may have to offer on its provisions.

2. I am to draw particular attention to the wishes of His Excellency the Governor General in Council that a return may be made within two months.

I have the honor to be,

Sir,

Your most obedient servant,

JOHN GEOGHEGAN,

Under-Secretary to the Government of Bengal.

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From A. G. MACHERSON, Esq., Officiating Deputy Secretary to the Government of India, Home Department, to the Hon'ble A. ADEN, Officiating Secretary to the Government of Bengal,—(No. 28, dated the 24th July 1862.)

SIR,—I am directed to forward, for submission to the Hon'ble the Lieutenant-Governor of Bengal, six printed copies of the Report of the Select Committee on the consolidated Customs Bill and of the Bill as amended by them, with the request that the opinions of those authorities and others who were consulted on the former Bill may be taken on the present one and forwarded to me within two months.

(True Copy)

J. H. CASHMAN,

Offg. Register, Bengal Secretariat.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 11th October 1862.

THE HON'BLE A. EDEN,

Offg. Secretary to the Government of Bengal.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of Mr. Under-Secretary Geoghegan's letter of 28th July relative to the Amended Consolidated Customs Bill, upon the provisions of which the Chamber have been invited to furnish the Hon'ble the Lieut.-Governor with any suggestions or observations they may have to offer.

The Bill having been carefully considered by the Committee, they desire me to submit their remarks on those clauses which in their opinion call for further amendment.

SECTION XXIII.—Does not provide for goods on which duty is payable on fixed tariff valuations: the words "or to duties on fixed tariff valuations" should be added after the word "only" in line 7.

SECTION XXIV.—The Committee would omit the words "or within such reasonable period as may with the consent of the

parties be arranged" in lines 18 @ 20. Two days are sufficient time for the officer in charge of the Custom House to determine whether to deliver undervalued goods or to retain them on account of Government : and a longer interval is unfair to the importer whose goods are detained.

SECTION XXXVIII.—Instead of the word "*forfeit*" in line 6, the Committee would insert "*be liable to a penalty of.*" As the clause at present stands the Commander would forfeit a sum not exceeding 500 rupees, and the Customs authorities would have no power to remit the penalty though the Commander might be able to shew sufficient cause for refusing to receive the officer on board.

The same word occurs in

SECTION XXXIX.—and in various other Sections. In any case it would, the Committee think, be sufficient that the breach of the law should be *liable* to penalty.

SECTION XLIII.—Line 31. There should be a reservation as to goods jettisoned at sea through stress of weather.

SECTION XLVII.—The period of fifteen working days allowed by this section is too short. Size of vessels should regulate the term. Fifteen days should be allowed for a vessel of 600 tons, and two days for each additional hundred tons. This is considered an important and necessary amendment.

SECTION LVI.—In practice it is the Master or Commander who carries unclaimed goods to the Custom House, not the Collector. The Committee therefore suggest that the words "*forthwith carry such remaining goods to the Custom House*" (lines 31 @ 33) be omitted, and the following words be inserted in lieu thereof "*direct that such remaining goods shall forthwith be landed at the Custom House.*"

With reference to this section the Committee would also remark that unclaimed goods which impede the discharge of a ship are frequently landed by the Commander before the expiration of the fif-

teen days. The Collector refuses to take charge of goods so landed, and will not recognise any lien on them for landing charges, &c. Consequently the consignees of such goods may, and in practice occasionally do, remove such goods from the Custom House both before and after the ship's departure, without payment of the charges incurred for landing, and freight—if any is due. It is desirable that this clause should be amended to the extent at any rate of making it compulsory on the Collector to take charge of any goods so landed which may remain unclaimed *at time of ship's clearance documents*, and to hold the same subject to ship's lien for freight, &c.

SECTION LIX.—The words "*claimed of*" in the marginal reference to this section appear to be surplusage.

SECTION LX.—The practice being to pay duties on an entire shipment after 10 per cent. have been landed for examination, the Committee presume the Consignee would be able to claim a refund under this section should a portion of the remainder of the shipment be landed in a damaged state. For instance, in a consignment of 100 bales of Grey Shirtings the importer will pay duty on the whole after 10 per cent. have been landed and examined by the tide-waiters, as if the whole were sound. The remaining 90 per cent. may be landed in dribbles over the next week or ten days, and a portion thereof may turn out much depreciated in value from seawater damage. In such case, as the damaged condition of the bales could be ascertained and certified on the first examination thereof by the Custom House Appraiser (in the terms of this section) the Committee assume that a refund of duty would be allowed.

SECTION LXXXVI.—The marginal reference does not seem applicable to this Section. The Committee would also insert the words "*or want of ordinary care and precau-*

tion" after the word "neglect" in line 12. They think that Public Warehouse-keepers and Customs Officers are bound to take reasonable care of property under their charge.

SECTION CIV.—The marginal reference to this section is inapplicable.

SECTION CVII.—The words "when goods have been duly cleared" appear to have been omitted in the marginal reference to this section.

SECTION CX.—The period of fifteen days allowed is too short. See remarks on Section XLVII. The time allowed should be regulated by tonnage of the vessel. The Committee refer to their remarks on Section XXXVIII, as to the penalty provided by this section, line 25.

SECTION CXXII.—In this section it will be necessary to insert the words "or of goods paying specific duties on weight or quantity" after the words "free goods"—line 7. As the section at present stands it is inapplicable to *Indigo*, for instance, which pays duty at so much per maund, or *Rice* which also pays a specific duty on weight. These are not "rated goods" within the meaning of the section as it at present stands.

SECTION CXXVI.—The right to reserve one-eighth of the import duty on re-exportation having been given up, the last five lines of this section seem unnecessary.

SECTION CXL.—The words "or lading" seem necessary after the word "shipping" in line 6 of this section.

SECTION CLXVII.—The Committee consider that the period of six months for claiming duties which may have been short levied is unnecessarily long, and may be the means of inflicting hardship on agents who may be called upon to satisfy such claims long after their accounts are closed and proceeds of sale remitted to their principals. They consider that three months should be substituted for six months in this section.

SECTION CLXVIII.—As the Committee would bar the claim of Government against individuals after three months,

they would also limit the period of claim by individuals against Government under this section to three months.

SECTION CLXXI.—The trade discount varying according to the article sold from 2 per cent. to 5½ per cent., the words *two per cent.* in line 7 must be omitted.

SECTION CLXXV.—In this section also the Committee would insert the words "or want of ordinary precaution, &c.," after the word "neglect" in line 12.

SECTION CXCIV.—This section does not appear to define how persons "detained" are to be dealt with or disposed of.

SECTION CXCI.—The Committee would suggest that vessels and goods condemned for breach of the Customs laws should be disposed of by "public auction" after due advertisement.

Form F. in Appendix } Will require alteration, to conform to the alteration suggested in Section XXIII.

I have the honor to be,

Sir,

Your most obedient servant,

H. W. I. WOOD,

Secretary.

APPENDIX H.

DUTY ON COTTON THREAD.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 9th July 1862.

H. L. DAMPIER, Esq.,

Secretary to the Board of Revenue.

SIR,—I am directed by the Committee of the Chamber of Commerce to represent to the Board of Revenue that importers of cotton ball and spool thread have brought to their notice the very heavy import duty which is charged on these goods.

Previous to March 1859 cotton thread was admitted at the same duty as cotton twist, viz. $3\frac{1}{2}$ per cent. *ad valorem*, and when that rate was, by Act VII of 1859, raised to 5 per cent., it was made applicable to "cotton thread, twist, and yarn," which were classified together.

In March 1860 the duty was doubled, and the increased rate of 10 per cent. was levied alike on cotton twist, yarns, and all descriptions of cotton manufactures.

This higher assessment was levied till April 1861 when it was reduced to 5 per cent. on thread as well as twist and yarn, for notwithstanding the Collector's endeavor to retain the higher duty on the former that article was, on appeal, permitted to enter at the same rate as the articles with which it had been so long classified.

In April 1862 another alteration took place, the import duties on yarns and piece goods being reduced to the old rates of 5 and $3\frac{1}{2}$ per cent. respectively; and it was on the occurrence of this last change that the long recognised position of cotton thread was materially affected, the collector ignoring its former classification and treating it as an unenumerated article, subject to a duty of 10 per cent.

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Against this ruling of the Collector's the importers of cotton thread emphatically protest as an unjust and illiberal interpretation of the Act, and they place the matter before the Committee for submission to the Government and for redress.

In representing this case for the consideration of the Board of Revenue the Committee beg respectfully to support the appeal which has been made to them.

The Board probably are of opinion that the previous classification of "cotton thread" with "cotton yarn", and the admission of it at the lower duty was an error; inasmuch as the former cannot properly be termed a partially manufactured article.

Be that however as it may, the Committee are clearly of opinion that the spirit of the recent changes in the Customs Act never intended that any goods manufactured of cotton should pay more than 5 per cent., and certainly it was never contemplated that goods which had paid 5 per cent. under the old tariff should be assessed at 10 per cent. under the new tariff. They therefore hope the Board will recommend the Government of Bengal to sanction the admission of cotton thread on the same footing as piece goods, viz. a duty of 5 per cent.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

No. 3750.

Extract from the Proceedings of the RIGHT HON'BLE THE GOVERNOR GENERAL OF INDIA IN COUNCIL, in the Home Department, under date the 28th July 1862.

Read the proceedings in the Financial Department for February 1862, Nos. 8—10, relative to the rate of duty to which "sewing thread" is liable on importation.

Read again the proceedings in this department for 3rd July 1862, Nos. 5—6, relative to the protest made by Messrs. Grant, Smith and Company against the levy of a 10 per cent. *ad valorem* duty on the sewing thread imported by them.

Read an office memorandum from the Financial Department, No. 4581, dated 12th instant, stating that there is nothing on record beyond what has already been furnished to this department to show whether the distinction between "thread" and "twist" was or was not advisedly recognized in the tariff of Act XI. of 1862.

RESOLUTION.

The Governor General in Council observes that under Act X of 1860 imported cotton twist and yarn not being especially provided for in the schedule came under the general heading for articles subject to a ten per cent. *ad valorem* duty; but that by Notification No. 86, dated the 29th April 1861, the duty on "cotton twist and yarn" was specially reduced to 5 per cent.

2. Under this ruling, it appears that the Collector of Customs admitted cotton thread at the reduced rate until the Board of Revenue pointed out in February last the error of bringing cotton thread within the definition of "cotton twist and yarn," and that the Financial Department, to which the question was referred for decision, agreed in the Board's opinion that "cotton thread" was quite distinct from "cotton twist and yarn," observing at the same time that "sowing thread is a manufactured article complete in itself, while twist is a semi-manufactured article manifestly incomplete until it has gone through a further process of manufacture." It was however observed by the Financial Department that "as thread has always been classed with yarn, and as an alteration of the classification without notice would be a surprise on importers, and involve a demand for excess duties of a trifling amount, His Excellency in Council would not disturb existing arrangements for the present," but that "the subject will be borne in mind in case any changes should be contemplated in the tariff for the ensuing year."

3. The new tariff passed under Act XI of 1862 makes a special provision for the levy on "twist" of a 3½ per cent. *ad valorem* duty; and it appears that the Collector of Customs has, since the operation of the above Act, levied a 10 per cent. *ad valorem* duty on "cotton thread," against which Messrs. Grant, Smith and Company have appealed to the Board of Revenue, who, in submitting the case to the Lieutenant Governor, make the following remarks:—"Under the orders of the Government of India dated 20th February last No. 1505,

the Collector is, of course, right in dealing with "thread" as not included under the denomination *twist* of the schedule;" but "it appears possible that the intention of Government, as expressed in paragraph 5 of the orders above adverted to, was lost sight of on the enactment of Act XI."

4. The Governor General in Council is of opinion that, technically and substantially, there is a distinction between "cotton twist" and "cotton thread," and that, in framing the new tariff, it was intended that this distinction should be recognised. Under these circumstances His Excellency in Council cannot entertain the application of Messrs. Grant, Smith and Company for equalizing the rate of duty on "cotton thread" with that levied on cotton twist.

Ordered that a copy of this resolution be forwarded to the Government of Bengal for information, and communication to the Board of Revenue, with reference to docket thence No. 433, dated 28th May last.

Ordered also, that a copy be sent to the Governments of Madras and Bombay for information, and to the Foreign Department for communication to the Chief Commissioner of British Burmah.

(True Extract)

(Signed) E. C. BAYLEY,

Secretary to the Government of India.

No. 1350.

Copy forwarded to the Board of Revenue for information with reference to their letters Nos. 682 and 967, dated 14th May and 23rd instant respectively.

By order of the Lieut.-Governor of Bengal,

(Signed) JOHN GEOGHEGAN,

Under-Secretary to the Government of Bengal.

FOOT WILLIAM }
The 31st July 1862. }

No. 1090.

Customs.
A. Grote, }
& Esquires.
E. T. Trevor, }

Copy forwarded to the Secretary to the
Chamber of Commerce for information with
reference to his letter dated 9th ultimo.

By order of the Board of Revenue,

W. J. HERSCHEL,

Offg. Junior Secretary.

FORT WILLIAM, }
The 19th August 1862. }

APPENDIX I.

INLAND TRAFFIC OFFICE.

No. 602 (A).

FROM

H. BELL, Esq.,

Under-Secretary to the Government of Bengal,

TO

THE SECRETARY TO THE BENGAL CHAMBER OF
COMMERCE.

Fort William, the 20th December 1861.

Mrs. Rev.,
Customs.

SIR,—I am directed to acknowledge the receipt of your letter dated the 20th ultimo, submitting the further remarks of the Chamber on the subject of the creation of a department for obtaining returns of the internal trade of Bengal with reference to the report of the Board of Revenue, No. 1579, dated the 9th October last.

2. In reply, I am desired to forward a copy of the correspondence*

which has passed upon the subject, from which the Chamber will perceive the measures taken in consequence of their proposal and the views of Government on the several points raised.

3. On the suggestion made for the appointment of a River Police Magistrate, I am to observe that the Lieutenant-Governor does not doubt that such an office would be useful, though he is not in a position at present to say that there would be work enough in it for one Magistrate, or that funds can be made available for its consti-

* To the Officiating Junior Secretary to the Board of Revenue, No. 644, dated 20th November 1861.
To the Secretary to the Financial Department, No. 645 of the same date.

intion. The Lieutenant-Governor has, however, consulted the Commissioner of Police, and the subject will be re-considered on receipt of his report.

I have the honor to be,

Sir,

Your most obedient servant,

H. BELL,

Under-Secretary to the Government of Bengal.

No. 544 (A).

From

E. H. LUSHINGTON, Esq.,

Secretary to the Government of Bengal,

To

THE JUNIOR SECRETARY TO THE
BOARD OF REVENUE.

Fort William, the 20th Nov. 1861.

Customs.

Sir,—In reply to your letter No. 1579, dated the 9th ultimo, the Lieutenant-Governor desires me to say that Mr. Stainforth's proposition for abolishing the tolls on the Nudda rivers has no natural connection with the subject referred to the Board by my letter of the 17th September last, which related to proposals by the Chamber of Commerce for establishing a statistical office in Calcutta, in order to ascertain and publish the internal trade of the port, and for requiring inland chalans to be stamped.

2. If the Board seriously contemplate as advisable the abolition of the tolls on the Nudda rivers, the Lieutenant-Governor will be very happy to take the question into consideration; but it should be taken up and submitted as a separate subject. At present the proposal does not appear to him of a practical character, or advisable in any view.

As in the canals, (on which Mr. Stainforth does not recommend the abolition of the tolls), so in the Nudda rivers, a large expenditure is annually made for the sake of the navigation; and in both cases whatever surplus is available is expended upon district roads and communications; so that on the whole probably no public money is raised which is employed more usefully than this.

3. It is well known that, practically, not one-third part of the fair share of Bengal in the imperial revenues has ever been allotted for the expenses of roads and bridges and other public works in Bengal, in comparison with the allotments made to the other parts of India. The remedy for this is beyond the power of the local government. In this untoward and hopeless state of things it is only by husbanding to the very utmost all such sources of local revenue as cannot be elsewhere expended that Bengal is able to keep itself from falling into a still more discreditable condition, in regard to those public works which are necessary for commercial progress, than that in which it has hitherto been. Of these sources of local revenue, the tolls in question form an important item, which cannot by law be amalgamated with the imperial revenues.

4. On the other hand the substitute which Mr. Stainforth proposes, namely a tax on all boats landing in Calcutta, though a moderate duty of that sort might be proper enough on its own account, and for appropriate objects, seems to the Lieutenant-Governor indefensible as a substitute for a toll on the Nudda rivers. For why should small boats plying, for example, between Serampore and Calcutta, which never enter the Nudda rivers, pay toll in order to exempt boats which trade regularly through those rivers from all charge for keeping open those communications? And why should boats from Dacca, for example, passing through the canals and touching at a Calcutta ghut, which have paid toll for the canals, pay again for the Nudda rivers which they never approach?

5. Turning now to the proper subjects of this present communication, the Lieutenant-Governor observes that Mr. Young is in favor of the first proposal of the Chamber of Commerce on the point of trade statistics; but sees objections to the proposal of imposing a stamp duty on inland boat chalans: whilst Mr. Stainforth is in favor of both propositions, though his recommendation as to both

is complicated with the irrelevant question of the tolls on the Nudda rivers.

6. It is very satisfactory to the Lieutenant-Governor to find that Mr. Young considers the obtaining of the statistical information not only a very useful but a very practicable measure. The Lieutenant-Governor sees no valid objection to the method suggested by the Chamber of Commerce and approved by Mr. Young, namely an extension of Mr. Galiffe's present establishment: for this purpose, Mr. Galiffe's hands must be strengthened, but that being done, the Lieutenant-Governor does not doubt his ability to superintend the business; as it is cognate with a part of his present duties, all of which he performs in an excellent manner.

7. The Chamber of Commerce specifies three important channels of the inland trade of Calcutta; viz., first, the boat ghats on the Hooghly; second, the circular canal; and third, the several railway termini. There are no other important channels. The statistics of the exports and imports by the second of these channels are already furnished by Mr. Galiffe's department, and they could doubtless readily be furnished in the first and more valuable form furnished in Mr. Wood's letter. The same information in the same form could doubtless be very easily obtained from the railway officers who are ever ready to assist in such matters. Indeed, a register of the several articles of trade passing upwards and downwards on the East Indian Railway is now kept, and is a very interesting table. The Lieutenant-Governor can see no difficulty in obtaining the same information from the Calcutta ghats.

8. A law will be necessary for the complete working of the system; and no tax of course can be levied without one. But arrangements may be made at once for the constitution of the department at an early date; and the Board are requested to desire Mr. Schaleh to put himself into communication with Mr. Galiffe, and to prepare in detail a scheme for the purpose. They are also requested to prepare and submit a draft law on the principle sketched by Mr. Young.

9. the Lieutenant-Governor also desires to know whether better returns of the trade of the Nudda rivers may not be obtained,—distinguishing exports and imports. He believes merchandize com-

ing down those rivers is often landed at entrepôts on the Hooghly; but it must all eventually find its way to the port.

10. As regards the proposal to require stamped chahans with all inland boat cargoes, the Lieutenant-Governor does not clearly see his way to the enforcement of the rule. If chahans were absolutely necessary, like a ship's manifest, and bills of lading, to require them to be upon stamped paper would be simple. On the whole he agrees with Mr. Young upon this point; but a copy of the correspondence will be sent to the Government of India in the Stamp Department, by whom only final orders on such a subject can be determined.

I have the honor to be,

Sir,

Your most obedient servant,

(Sd.) E. H. LUSHINGTON,

Secretary to the Government of Bengal.

(True Copy)

J. H. CASHMAN,

Offg. Register, Bengal Secretariat.

No. 545(A).

FROM

E. H. LUSHINGTON, Esq.,

Secretary to the Government of Bengal,

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCIAL DEPARTMENT.

Fort William, the 20th November 1861.

Customs.

Sir,—I am desired by the Lieutenant-Governor to forward, for the

From Chamber of Commerce, dated 26th August 1861.
To Chamber of Commerce, No. 452A., dated 17th September,
To the Officiating Secretary to the Board of Revenue, No. 451A., dated 17th September.
From the Officiating Secretary to the Board of Revenue, No. 1575, dated 9th October.
To the Officiating Secretary to the Board of Revenue, No. 544A., dated 20th November.

consideration of the Government of India, a copy of the correspondence noted in the margin, relating to a suggestion by the Chamber of Commerce for the creation of a department for the purpose of ascertaining and publishing particulars of the internal trade of India, and for obtaining an increase to the State revenue by requiring stamped chalans to be sent with inland boat cargoes.

2. It will be seen that the Lieutenant-Governor, agreeing in the expediency of the first proposal, has directed the Board to take immediate measures for carrying it into effect. But, as stated in the concluding paragraph of my letter to the Board of this date, he apprehends considerable difficulties in enforcing a rule requiring stamped chalans to be sent with inland boat cargoes, and desires to refer this point for the consideration of the Government of India.

I have the honor to be,

Sir,

Your most obedient servant,

(Sd.) E. H. LUSHINGTON,

Secretary to the Government of Bengal.

FINANCIAL DEPARTMENT,

Fort William, the 11th December 1861.

RESOLUTION.—The only question on which orders are required is the question proposed in the second paragraph of the above letter. It seems clear to the Governor General (in Council) that the production or use of stamped chalans on inland cargo boats cannot be required without a change in the existing law. But His Excellency in Council observes that this question will meet with due attention, when the whole subject of stamp law amendment comes under the consideration of the Legislative Council.

Ordered, that a copy of the above resolution be sent to the Government of Bengal for information, in reply to its Secretary's letter No. 545A., dated 20th ultimo.

No. 623(A.)

Copy of the above resolution forwarded to the Chamber of Commerce, in continuation of the Secretary's letter No. 602A., dated 20th instant.

By order of the Lieutenant-Governor of Bengal,

J. D. GORDON,

Junior Secy. to the Government of Bengal.

FORT WILLIAM,
The 30th December 1861. }

No. 331.

FROM

THE HON'BLE A. EDEN,

Junior Secretary to the Board of Revenue,

TO

THE SECRETARY TO THE CHAMBER OF
COMMERCE.

Dated Fort William, the 10th March 1862.

Customs.

SIR,—In their letter to Government dated the 26th August last,

A. R. Young, Esq.

the Chamber of Commerce suggested to Government a scheme for the registry of the inland trade of Calcutta, the leading features of which were, first—that every cargo boat and steamer shall, under penalty, be compelled on arrival, as in the case of ships, to enter at the Office of Inland Traffic, their manifests or chalans in certain forms which were suggested (paras. 9 and 10); secondly—that the expense of pro-

viding the necessary machinery for collecting these returns should be met "by a tax on boats importing country produce, excepting steamers" "of a rupee or two rupees on every boat landing its cargo within the limits of the port" (para 15); and lastly, that the "zealous, active and intelligent superintendent" of the circular canals, Mr. Galiffe, should be called upon by Government to organise a staff of men for the conduct of the duties of the Inland Office (para 17).

2. This letter was forwarded by Government to the Board of Revenue for report, and the opinions of the members on the scheme generally were submitted to Government in their Secretary's letter No. 1579, dated 19th October. Mr. Young finding nothing to object to in the arrangements originally proposed by the Chamber supported their view, suggesting merely a few details as to the mode of collection which appeared to him "calculated to afford the greatest amount of security against abuses on the part of subordinates," that being from the first in his opinion the risk to be chiefly apprehended and guarded against. Mr. Stainforth proposed another mode of carrying out the objects in view, and that plan has since been advocated by the Chamber; but it need not be further noticed here, as it has already been pronounced by the Lieutenant-Governor to be "not of a practical character or admissible in any view," and the Board therefore feel themselves precluded from considering it.

3. The Lieutenant-Governor in the letter from the Secretary to the Government of Bengal No. 544A., dated 20th November, intimated that he saw "no valid objection to the method suggested by the Chamber of Commerce and approved by Mr. Young," and directed that "arrangements be made at once for the constitution of the department at an early date," and that Mr. Schalech should be desired "to put himself into communication with Mr. Galiffe and to prepare in detail a scheme for the purpose." The Board were at the same time required to submit a draft law to legalize the measures necessary to the carrying out of the scheme. Mr. Schalech's report communicating Mr. Galiffe's observations on the proposed arrangement has now been received.

4. Mr. Galiffe shows that the duties could be very well discharged by an establishment costing Rs. 21,000 per annum, including a Superintendent on Rs. 400 per mensem, and that more than this amount

would probably be realised by the levy of a tax of 1 anna per boat per diem during its detention at the ghats. The Board quite concur in the reasons stated by Mr. Galiffe for preferring this fixed and uniform rate to that originally proposed by Mr. Young of a rate not exceeding and probably less than 1 anna per 100 mounds on each boat per diem. And should it be deemed expedient to carry it out, the Board see no reason why the plan sketched by Mr. Galiffe should not realise the object in view.

5. The Board have however strong doubts whether it is advisable to take any further steps towards inaugurating this department, without at all events consulting again with the Chamber of Commerce, and asking for further instructions from Government. The Board hesitate to proceed in this matter because in the first place they find in the published report of the Chamber of Commerce a letter to Government dated the 26th November, from which it appears that the Chamber no longer view favorably the scheme originally proposed by them, and secondly, because Mr. Galiffe has suggested another plan which the Board consider preferable to the one they have been directed to carry out.

6. This new proposal is contained in paras. 16 and 17 of Mr. Schalech's letter, and contemplates simply the employment of the available agency of the existing toll houses in compiling the information which is required, during the time which the boats are necessarily detained at the toll houses. To enable them to do this, some slight extra establishment will be requisite, and the cost of this it is proposed to defray by the sale of the compilation to those who think it sufficiently useful to purchase it. The Board give this the preference to the other schemes, because while it seems sufficient for the objects in view, it is simple and inexpensive and necessitates no interference with the traffic beyond what is already requisite for the due collection of the regular tolls, and because what little outlay is involved would fall upon those who would benefit by the result of the measures taken, and not upon the carriers of goods.

7. I am accordingly desired to send to you Mr. Schalech's report, and to invite the comments of the Chamber on Mr. Galiffe's last proposal which is embodied therein (paras. 16 and 17.) I am at the same time to ask what the Chamber would wish to be done with reference to

their original scheme which the Board have already received instructions to carry out.

I have the honor to be,

Sir,

Your most obedient servant,

A. EDEN,

Junior Secretary.

P. S.—The return of the enclosure is requested when no longer required.

From V. H. SCHALCH, Esq., Officiating Commissioner of the Nudda Division, to the Junior Secretary to the Board of Revenue, Lower Provinces,—(No. 107 Cl., dated the 28th February 1862.)

SIR,—I regret the delay that has occurred in replying to your letter No. 1787 of the 13th December last. It has been unavoidable owing to the difficulty of procuring any reliable data on which to calculate the probable amount of traffic in the Hooghly, and without obtaining an approximate estimate on this subject no satisfactory report could be submitted.

2. I propose showing *first*, the establishment which will be required for obtaining statistical information in regard to the daily imports into Calcutta through the Hooghly and the Circular Canal; *secondly*, the source from whence the expenses of that establishment should be defrayed; and *thirdly*, the rules which should be enacted to secure accurate and prompt returns of the traffic frequenting these channels, and for the guidance of the proposed Inland Traffic Department.

3. The portion of the river at which cargo and other boats loaded with country produce land their freights extends from Jackson's Ghat on the south to Chitpore at the entrance of the Circular Canal.

4. Within these limits there exist thirty-three ghats, of which seventeen are used as burning ghats and for landing straw, hay, timber, bricks, passengers, bazar supplies, and similar articles of which it is not intended that any statistical return should be taken, the remaining sixteen being used for discharging produce.

5. To supervise the import of country produce within these limits, four Inland Traffic Offices should be established, while, for the supervision of the river frontage south of Jackson's Ghat, another office would be requisite; "a smaller number, Mr. Galiffe considers, would tend to much inconvenience to the trade."

6. Each office should be under an European Inspector, assisted by two mohurris and eight peons, the whole being supervised by a superintendent, whose head-quarters should be established at Neemtollah. The Secretary to the Bengal Chamber of Commerce has suggested that the organization and control of this department should be committed to Mr. Galiffe, and the Lieutenant Governor has approved of the proposal, believing "that if Mr. Galiffe's hands are strengthened he would be able to superintend the business."

7. Mr. Galiffe, very honorably, putting aside all considerations of personal advantage which would probably result from such an arrangement has expressed his conviction that he could not efficiently superintend the new department without prejudice to his present duties. He observes:—"I feel highly satisfied that my exertions connected with the Calcutta canals have been appreciated by the Chamber of Commerce, and am most grateful for the gracious manner in which His Honor the Lieutenant Governor has also been pleased to notice them, but I would not be acting conscientiously towards the Government if I have the honor to serve in undertaking the supervision of a new and important department, though it were with an addition to my present emoluments, under a strong feeling that I would not do justice to it without prejudice to the one over which I am now placed. The canals require the most watchful supervision both by day and night, and it is by the most unremitting care and constant correction that I have been able to bring them to their present improved state, and I should deeply regret any contingency calculated to bring discredit on the department which must be the unavoidable result were my time and attention withdrawn to any other sphere of action." He therefore suggests "that the Inland Traffic Department may be placed under the Collector of Customs, who has already a preventive establishment under him, and might easily select fit officers therefrom." He would, however, undertake the preparation of the necessary returns of the traffic through the canal if allowed a suitable establishment.

8. While entertaining the highest opinion of Mr. Galiffe's zeal, activity, and thorough knowledge of all the duties connected with his present appointment, I cannot but concur with him in the opinion that those duties require his fullest care and attention, and that his time could not be devoted to any other business without great injury to the very important department now under his control. I therefore would strongly support his proposition of entrusting the organization and the subsequent supervision of the proposed Inland Transit Department to the Collector of Customs.

9. 1st.—The cost of the establishment it is proposed to entertain would be,—

FOR THE RIVERS.

				Monthly.	Annually.
One	Superintendent, at Rs.	400	per mensem	400	
Boat allowance for ditto	"	70	"	70	
1 Clerk for ditto	"	50	"	50	
1 Ditto ditto	"	20	"	20	
4 Peons for ditto	"	5 each	"	20	
					560=6,720
5	Superintendents, at Rs.	100	each	500	
Boat allowance for ditto	"	25	"	125	
10 Mohurirs ditto	"	16	"	160	
40 Peons ditto	"	5	"	200	
					985=11,820
					1,645=18,540

FOR THE CANALS.

6 Mohurirs at 16 Rs. each per mensem	96
8 Peons " 5 " " "	40
	— 136= 1,632
Contingencies for Stationery, &c. at Rs. 10 for each Office	70= 840
	—
Total	1,781=21,012

2nd.—The source whence the expense of establishment can be defrayed.

10. From enquiries made by Mr. Galiffe, and from returns obtained by him from the superintendent of the Nuddea rivers and from the executive officer in charge of the Damoodah embankments, he arrives at the conclusion that the total number of boats that entered the Hooghly during the past year amounted to fully 69,440. He thus states the data on which he has based his calculations:—

"From the data furnished me I gather that an average of 68,178 boats passed through the Nuddea rivers, during the official year of 1860-61; that is, 30,403 passed downwards, or into the Hooghly, and 37,775 passed upwards.

"I have spared no exertions in trying to obtain statistics of the traffic coming into Calcutta from the south through the "Damoodah," "Roopmanah," and "Hulda" rivers, but regret my want of success. Neither the Board of Revenue nor the Public Works Department have any returns of the traffic on these rivers. Mr. Smith, the executive officer in charge of the Damoodah embankments, however, kindly furnished me with returns of traffic on that river in 1854 and 1857, since which no returns are available.

"By the former I find that 2,252 boats passed through that river, and in the latter year only 1,594. As the "Damoodah" is the principal route to the coal mines, the traffic on it is, I believe, larger than that of any of the other rivers south of it, and I am therefore inclined to take the number 5,000 as a fair average of those entering Calcutta yearly from the south.

"Of the 30,403 boats that passed downwards through the Nuddea rivers, those under twenty-five maunds, and passenger boats, have not been deducted, and these I compute at 5,000 or the number calculated as coming in from the south, and will therefore proceed to show the traffic from the north.

"The number of boats that entered the Hooghly during the past official year through the Nuddea rivers and Calcutta canals is as follows:—

" Calcutta canals	...	...	...	39,037
" Nuddea rivers	...	...	...	30,403
				—
Total...				69,440"

11. This calculation is of course, in the absence of reliable data, very rough and approximate, but 60,000 boats might freely be taken as the very lowest number which would be subjected to the operation of the Inland Traffic Department, including under that department the traffic on all the Calcutta canals.

12. Mr. Young is in favor of imposing a tax on each boat of one anna for 100 maunds for every day during which it remained on a ghat; but Mr. Galiffe is strongly opposed to such a mode of levying the tax, and would prefer the imposition of a tax of one anna for each boat for each day, irrespective of maundage. He observes:—
“I anticipate great difficulties in having a tax dependant on the size of each boat because it will necessitate their measurement.

“In the first place it will be necessary to determine whether boats are to be taxed according to their burden or according to the space occupied. The mode of measurement in the canals differs materially from that in force in the Nudda rivers: in the former where space is the object of taxation, boats are measured according to the water space they occupy, whilst in the Nudda rivers the capacity of carriage is the object to be determined. If therefore it is ruled that boats unloading at the Calcutta ghats shall be subject to measurement it must occasion much delay and inconvenience to the trade, and most probably the Calcutta merchants will be first to complain. Besides this, it will open a large field for great annoyance and oppression to all concerned, on the part of the subordinates attached to the Inland Traffic Department; my experience in the canals fully justifies the expression of this opinion, and I feel I cannot too strongly deprecate the adoption of such a system.

“To obviate all the inconveniences and vexations inseparable from the plan of re-measuring boats, and to facilitate the discharge of cargo, I beg to suggest that a tax of one anna daily be levied indiscriminately on all boats landing produce, large or small, excepting only those carrying market produce, bricks, soorkie, straw, lime, &c., as proposed by the Chamber of Commerce.

“This proposition may at first view appear incongruous, but when it is remembered that while small boats can discharge their cargo in one, two, or three days, the large one will occupy a longer period and consequently pay a larger tax, which would thus be equalized.

“Timber and other rafts, as well as single logs, however, should not be permitted at the four ghats set apart for the inland trade, unless it is desired that those should also be shown in the returns, in which case only they should likewise be subject to the tax.”

13. Great weight is due to the experience that Mr. Galiffe has acquired during the long period he has been in charge of the Calcutta canals, and I do not hesitate to endorse the opinion he has expressed of the evils likely to result from the necessity of measurement which Mr. Young's plan would occasion, and I would strongly advocate the substitution of the uniform daily tax proposed by Mr. Galiffe, the more so that he shows that the amount it would realize would more than cover the expense of establishment above proposed. “Taking,” he observes, “60,440 as the number of boats entering the river and canals, the annual income at an anna per boat will be 4,340 Rupees, and reckoning seven days as the lowest average period of the detention at the Calcutta ghats, the yearly revenue will amount to Rupees 30,380, and probably higher.” This return would cover the cost of establishment, leaving a margin of 50 per cent. of the latter to meet any errors in the estimated number of boats.

14. 3rd.—Rules for the attainment of accurate returns of inland traffic and for the guidance of the Inland Traffic Department.

These rules should be prepared so as to secure the following results:—

1st.—That the entire river frontage should be kept cleared of all rafts, timber, and other obstructions which now extend at several ghats far into the water, and renders the approach of laden boats dangerous and often impracticable.

2nd.—That all boats carrying produce should be bound to discharge the cargo at certain prescribed ghats, and be prohibited from occupying those used by passenger boats or by boats carrying supplies for the daily consumption of the town, such as bricks, hay, &c.

3rd.—That the manjee of each boat should be bound to deliver immediately on his arrival at a ghat, a chalan of his cargo unless his boat should have passed the Calcutta canals, in which case he will produce the red half toll ticket supplied to him by the Collector of the Calcutta canals, by whom his cargo will have already been taken into account. The production of the toll ticket will not, however, exempt him from the payment of toll at the river ghat, on account of the frontage he may occupy.

4th.—Immediately on his arrival at the ghat, and on delivery of his chalan, the manjee should be furnished with a receipt showing the date of arrival, a similar entry being made in the counter-cheque by the mohuri of the Inland Traffic Department, within whose circle the ghat is situated. On the day of departure the manjee should pay up the amount of tax due for the number of days he has remained at the ghat, entries of the amount being made in the receipt and counter-cheque, and the form signed by the ghat superintendent.

5th.—Each ghat inspector should collect during each day from each station under him the returns of produce which has arrived, tabulating the whole in one statement in the form proposed by the Secretary of the Chamber of Commerce, and forwarding it together with the amount of the day's collection to the superintendent. The latter should then incorporate the five returns received from the inspectors into one and cause it to be printed for circulation in the following forenoon.

15. In the law which must be enacted to render legal the levy of the proposed toll at the river ghats, penalties should be prescribed for contravention of the 1st, 2nd, and 3rd rules above proposed.

16. Having thus, in accordance with the orders of the Board of Revenue, prepared, after consulting with Mr. Galiffe, the above scheme, I beg to submit, at the request of Mr. Galiffe, for the consideration of the Board, a proposition for obtaining the required information in what he deems a more effective manner, and one less harassing to the native trader. He observes :—"Before concluding, however, I beg most respectfully to state that it occurs to me that the proposed Inland Traffic Department might be dispensed with altogether, and much harassment to the native trader and boatmen saved, while the merchants may still obtain all the information they desire by making it compulsory by law on all boats, navigating rivers or canals where tolls are levied, to produce correct chalans according to the second form proposed by the Chamber of Commerce, or to give to the officer in charge of such toll station a correct verbal description and quantity of the cargo on board which could be taken down by one or two clerks appointed for this special duty. From these data returns either weekly or monthly could be prepared and given to such merchants as may consent to subscribe for the same in the manner as returns of imports and exports are at present provided by

the Custom House authorities, and for which each subscriber pays 100 rupees per annum.

"With the assistance of one intelligent clerk I would undertake to arrange these returns without prejudice to my present occupation.

"The agent of all steam companies and those of the several railways should also be compelled by law to furnish weekly or monthly returns of their traffic, which they might forward direct to the Chamber.

"In order, however, to form some reasonable estimate of the importance and value the merchants of Calcutta are likely to place on the information called for by the Chamber of Commerce, their Secretary may be requested to furnish a list of the mercantile houses who may be disposed to pay for these returns at the rate they already contribute towards similar information, viz., 100 rupees per annum for each copy; and it will be readily computable to what extent the Government may provide means for the collection and publication of the desired statistics.

"By the plan I have ventured to propose, boats with produce passing toll stations, and those compose what might be termed the trade, would not be subjected to a second detention, for, while the toll ticket is under preparation, the returns of the cargo would be taken, and the delay, annoyance, and expense attending a repetition of such detention entirely obviated."

17. The objection to this scheme seem to me to be that, while it would ensure the acquisition of the required information from all boats passing through the Nuddah rivers and the Calcutta canals where tolls exist and cannot be evaded, no provision is made for the traffic on the Hooghly. It would be necessary to establish tolls, and in that case measures must be taken to prevent evasion of payment of the toll which would probably be found less capable of supervision and therefore more open to the objection of subjecting the boatmen and the trade to harassment.

18. In conclusion, I extract for the information of the Board some observations by Mr. Galiffe on the comparative amount of traffic on the Hooghly and on the Calcutta canals.—"I desire to bring to notice prominently the fact that the traffic in the Hooghly falls far short of that in the Calcutta canals, and that the impression that appears to obtain on this subject is therefore erroneous.

"The total number of boats of all descriptions that entered the Calcutta canals during the past official year was 220,000, out of these 44,037 passed into the Hooghly, leaving the actual traffic in the canals 175,963 boats, while the traffic of the Hooghly, as given in paragraph 6 of this letter, is about 70,000 boats only.

"Thus it will be seen that the canals absorb the trade of Calcutta. Boatmen in general, especially at certain seasons of the year, object to go into the Hooghly, on account of the strength of the tides and the bores, while under the present management of the canals every facility is afforded both in regard to navigation and the moorage of boats to load and unload, ensuring both safety and expedition.

"I have no doubt that when the Muthah and other railways open, the traffic by water from the east will still diminish. Under these circumstances

* Note paragraph 16 of this letter marked* to.

I conceive that the suggestions made in paragraph* 24 of my report above quoted are greatly strengthened, and will, I trust, meet consideration.

From H. W. I. WOOD, Esq., *Secretary to the Bengal Chamber of Commerce*, to HOS'UR A. EDEN, *Junior Secretary to the Board of Revenue*,—(dated the 30th April 1862.)

SIR,—I am directed to acknowledge the receipt of your letter No. 331, dated the 10th ultimo, forwarding copy of Mr. Schaleh's report on the proposed scheme for registering inland traffic; and in reply I am desired to say—

1st.—That as Mr. Schaleh's recommendations are based on the employment of native agency to which the Committee have already recorded their objection, it would be needless to discuss them here.

2nd.—The same remark applies to Mr. Galiffe's scheme, which is advocated by the Board, with this additional objection that it contemplates the collection of the returns by a "correct verbal description, and quantity of cargo on board could be taken down by one or two clerks appointed for this special duty at the different salt stations."

3. I forward for more ready reference copy of my letter to the Government of Bengal, dated 26th November, (to which I may add no reply has yet been given) in which were submitted some remarks

on the traffic scheme "the result of further enquiry and information derived from various sources."

4. These remarks, it will be seen, involve the disapproval of Mr. Young's proposal for raising the funds necessary to defray the expense of the traffic office, and the approval of Mr. Stainforth's proposal for "the abolition not only of the tolls on the Matlahangah, Jellinghee, and Bhagurtee rivers, but also of all tolls of a similar nature, such as the Committee understand are levied on boats passing through the rivers in the southern salt agencies and elsewhere. The adoption of this proposal would render the internal navigation absolutely free, and the importance of such a result may best be estimated from the fact that—according to the information furnished to the Committee—for every rupee collected by Government from these tolls at least another rupee is extorted by the native subordinates of the several establishments."

5. It is undoubtedly true that in the original scheme submitted by the Chamber it was proposed to raise the tax by a small charge on boats for the use of the ghats, and that the stamp on chalaus was suggested as a source of imperial revenue; but the former mode of raising the money was abandoned, because "on further enquiry they (the Committee) are satisfied such a mode of collecting the tax would be inquisitorial in its nature, irritating to the boatmen, and unsatisfactory in practice; and because, above all, it would result in that system of extortion inseparable from the employment of subordinate native agency in the collection of petty taxes of this kind."

6. The Committee fail to perceive how a more suggestion which would render less oppressive to the native boatmen the mode of levying the tax and result in procuring the most exact returns can be construed by the Board into a belief that "the Chamber no longer view favorably the scheme originally proposed by them."

7. The Chamber has not changed its views, and certainly there is nothing in their published report, referred to by you, to warrant such a supposition: on the contrary the Chamber is more impressed than ever with the desirableness, if not necessary, for procuring correct statistical returns of the internal trade of Bengal, for, as stated in my letter to Government of 21st August last, "it is remarkable that at the seat of the Supreme Government, and in a city whose port is the sole outlet of the Gangetic valley for the surplus produce of a

population not much less than forty millions, no machinery should exist for collecting and publishing information which would be of the highest interest to the merchant and no less acceptable to the Government."

8. The Committee repeat the expression of their opinion that the proposed tax on boats would be more equitably raised by a stamp on chalanas than by levying a tax on the boats at the ghāt of so much per 100 maunds; for the further enquiry is extended the more evident it becomes that to entrust to native subordinates acting under official authority in remote districts the collection of a tax from their fellow countrymen would simply result in quasi-legalized extortion. If, as the Committee understand Mr. Galiffe himself admits, the practice of extorting or accepting bribes or gratuities from the boatmen exists, notwithstanding the most rigid supervision, among his own subordinates in the circular canals, the Committee would suggest the enquiry, to what dimensions would the practice be indulged in by the same class of men on the banks of remote rivers in the interior? The members of the Board have had long experience of the country and must be well aware how widely spread and deeply rooted in the custom of the country and character of the people is the habit among the class of men in subordinate Government employment of exacting money by irregular means. In fact it is one of the curses of the country and has been acknowledged as such by officials, from Magistrates up to the Lieutenant-Governor. The Government badge on the breast of the humblest subordinate invests him with an authority which he hesitates not to exercise for his own private gain and which no boatman would dare to call in question or resist. Yet in the face of this notorious fact it is desired by the Board to subject the whole inland trade of Bengal to their supervision.

9. If no other means than this can be devised for compassing the object in view, the Committee concur with the Board in entertaining "strong doubts whether it is advisable to take any further steps towards inaugurating this department."

10. But other and better means, the Committee venture to think, can be devised; and I am desired again to revert to Mr. Stainforth's proposal. Although the Board feel themselves precluded from considering it because it has been pronounced by His Honor the Lieutenant-Governor to be "not of a practical character or admissible in

any view," the Committee of the Chamber do not feel themselves bound by the same considerations nor hindered from continuing to urge those of a distinctly opposite nature.

11. A chalan, the Board is probably aware, combines the two-fold character of a manifest and bill of lading, inasmuch as it describes the quantity and description of merchandise as well as the name of the shipper and consignee, although in a very imperfect form, and looking at the average size and capacity of the boats it may be safely assumed that each chalan represents in value considerably more than the value of goods represented by the average of bills of lading used in the external trade.

12. The Committee can perceive no valid reason for exempting the internal trade from the operation of a tax of this kind for purely municipal purposes, while the external trade is taxed in accumulative form as the amended Stamp Act just published fully discloses. It can scarcely be argued that a tax of one rupee on every boat will be oppressive, for no class of the community has derived advantage from the general prosperity of the country in such full measure as the boatmen who may be said to be exempt from all taxation, with the exception of the duty on *sa¹* and the 5 per cent. on the few yards of cotton cloth they wear round their loins.

13. But as Mr. Stainforth's proposal involves the abolition of all tolls on Matabhangah, Jellingluee, and other rivers, the tax would be a positive gain to the boatmen, for it would not only render the internal traffic absolutely free, but it would once for all relieve them from the oppressive exactions to which they are now subject when passing through these channels.

14. According to Mr. Stainforth (and the statement is confirmed by Mr. Galiffe's annual casual report) about 200,000 boats, exclusive of fishing boats, come into the circular canals a year, and not less than 100,000 more may be assumed to reach Calcutta *via* the Hooghly, which at one rupee on each chalan would yield an income of Rupees 300,000, and as the net collections at the tolls on the Nuddea rivers in 1860-61 amounted to Rupees 1,80,682, and assuming that the whole of this sum was devoted to the expense of keeping the channels open, there would be a surplus of Rupees 1,19,318 for defraying the cost of the proposed Traffic Department.

15. But the Committee have been informed that the Lieutenant-Governor's objections to the abolition of the tolls on the Nudda rivers arose from the circumstance that a portion of the money so levied has hitherto been annually applied to the construction of roads and bridges in the districts through which these rivers run. Now, if this be the case, I am directed to remark that the preamble of the Act authorising the levy of these tolls sets forth that the money so realised is to be applied not to the construction of roads and bridges, but to keeping open the channels and otherwise improving the navigation of these rivers.

16. The Committee cannot admit the justice of specially taxing the commerce of Bengal and the North-western provinces for the purpose of making roads and bridges in the Nudda district, which, it is submitted, should bear its own expenses for internal improvement.

17. Setting aside, however, this view of the question, and considering the undoubted and incalculable advantages to the trade of the country to be derived from setting the internal navigation absolutely free, it occurs to the Committee that it would be worth the consideration of the Government whether the expense of keeping these channels open should not be defrayed from the revenues of Bengal and the North-western provinces.

18. But in any case the tax of one rupee on every chalan, it has been shewn, would afford a sufficiently large surplus to defray the expense of the proposed Traffic Department, and the mercantile community would supplement the amount still further by subscribing for the daily, weekly, monthly, and annual returns which would be published.

19. In conclusion, the Committee desire me to notice and place on record their opinion of the singularly restricted view of the question adopted by the Board as illustrated by the closing sentence of paragraph 6 of the letter now under reply, where it is stated that the outlay involved in conducting the department "would fall upon those who would benefit by the result of the measures taken and not upon the carriers of their goods." It is not for the Committee of the Chamber to direct the attention of the Board as to the value of correct statistics of the trade and commerce of a country to the states-

man, banker, merchant, and through them to the entire body politic, but they cannot help expressing their regret that a department specially established for the consideration and control of all questions relating to revenue should have so misunderstood its recognised functions as the sentence adverted to illustrates.

No. 904.

FROM

W. J. HERSCHEL, Esq.,

Offy. Junior Secy. to the Board of Revenue, L. P.,

TO

THE SECRETARY TO THE BENGAL CHAMBER
OF COMMERCE.

Dated Fort William, the 10th July 1862.

Customs.

SIR,—With reference to your letter dated 30th April last, and to
A. Grote, } previous correspondence on the subject
and } Requires of organizing a Statistical Department
H. D. H. Ferguson, } in connection with the inland
traffic between the interior and the port of Calcutta, I am directed to forward herewith a copy of a letter No. 876, dated the 25th ultimo, from the Officiating Junior Secretary to the Government of Bengal, containing certain suggestions by His Honor the Lieutenant-Governor, in regard to which the Board request to be favored with the views of the Chamber. A copy of the Board's address to Government, to which the above communication is a reply, is also annexed.

I have the honor to be,

Sir,

Your most obedient servant,

W. J. HERSCHEL,

Offy. Junior Secretary.

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No. 693.

FROM

THE HON'BLE A. EDEN,

Junior Secretary to the Board of Revenue,

TO

THE SECRETARY TO THE

GOVERNMENT OF BENGAL.

Fort William, the 17th May 1862.

Customs.

SIR,—My letter No. 379, dated 18th March, informed Government A. Grote, of the causes which had induced the Board to defer giving effect to the orders of the Lieutenant-Governor contained in your letter No. 544A, dated 25th November, regarding the organization of a Statistical Department in connection with the traffic between the interior and the port of Calcutta. I at the same time enclosed a copy of a further communication which had been made by the Board to the Chamber of Commerce on this subject.

2. The Chamber's reply has now been received, and in forwarding it, together with the Nudda Commissioner's report, I am desired to say that the Board are very strongly opposed to any scheme, the practical effect of which would be to impose further taxation or restrictions on the inland traffic.

3. The plan of gnat collection which was originally proposed by the Chamber, and which was supported by Mr. Young and by Government, is now admitted by the Chamber to involve a system "iniquitous in its nature, irritating to the boatmen, and unsatisfactory in practice." In this view the Board entirely concur, and the objections to such a plan seem to them so obvious, and so insurmountable, that they think it need not be further discussed.

4. The Chamber now propose to substitute, for the toll collections on the "Matabangah, Jellinghee, and other rivers," a system under which every boat trading between the interior and this port shall be

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compelled to deliver, at an appointed place, a chalan bearing a stamp of one rupee, which, it is intended, shall contain all the information requisite for the compilation of the desired returns. And according to the calculations of the Chamber, the financial result of this change would be an increase of revenue of no less than Rupees 1,19,318 per annum, which they suggest should be devoted to the purpose of "defraying the cost of the proposed Traffic Department."

5. To the Board, however, this measure seems very little less objectionable than the other. In the first place it seems to them that the Chamber have formed an incorrect notion of the financial working of their scheme. They estimate the number of boats passing through the canal route at 500,000 per annum, and those passing through the Nudda rivers at 100,000. The proposed one rupee stamps on the chalans of these boats would give an annual revenue of three lakhs of rupees; setting this against the actual tolls collected on the Nudda rivers in 1859-60, viz., Rupees 1,80,682, they show a surplus by the adoption of their proposal of Rupees 1,19,312 per annum. But the Board cannot for one moment suppose that the Chamber desire to advocate the retention of the tolls on the canals in addition to the chalan stamps, when the tolls on the other routes are abolished, and therefore, in comparing the merits of the existing and proposed arrangements, the tolls of the canals must also be taken as an asset of the existing system. Under this view the actual receipts for the two past years show that the Chamber's proposition, so far from providing a surplus available for other purposes, would have involved,

<i>Receipts, 1859-60.</i>	
Nudda rivers, Rs. ...	1,85,859
Calcutta canals " ...	2,96,639
Total Rs. ...	4,80,498
<i>1860-61.</i>	
Nudda rivers, Rs. ...	2,01,597 0 0
Calcutta canals " ...	5,78,231 12 10
Total Rs. ...	5,79,828 12 10

in 1859-60, the surrender of existing revenue of Rupees 1,80,497, and in 1860-61 of Rupees 2,79,828-12-10; or, in other words, had the one Rupee Stamps been taken instead of the present tolls, there would have been a deficiency of Rupees 4,50,325 in the funds devoted in the last two years by

Government for the improvement of communications in Lower Bengal.

6. This is in itself a conclusive argument against the change advocated by the Chamber; but it also seems to the Board that, indepen-

dently of its financial bearing, the measure in question would fail in effecting the purpose for which it has been devised. The Chamber liken the chalan to a ship's manifest and bills of lading; but, practically, the similarity is extremely remote. The ship's manifest is a table of the contents of a ship abstracted from the master's copies of bills of lading. The bills of lading are of necessity correctly drawn, as they are the receipt given by the master to each shipper, upon production of which the consignee becomes entitled to the goods therein described, and each shipper has therefore, of course, a direct interest in seeing that his bill of lading is correct. For purposes connected with the Customs revenue, the master is compelled, under liability to very severe penalties, to file at the Customs House a correct manifest, and the correctness of this document is ascertained by the preventive officers who are stationed on board, and who tally off every parcel of goods as it leaves the ship's side. The chalans of country boats, on the other hand, may or may not be correct: they will be necessarily prepared by the agents of the very men who have an object, the Chamber think, in concealing the extent of their commercial transactions: there will be no possible means of testing their accuracy short of unloading the boat, and weighing out the cargo in the presence of a preventive officer, a course which the Chamber's plan can scarcely contemplate.

7. There are moreover other grave objections to the introduction of stamped chalans. It will create confusion in the accounts by confounding the canal revenues which are devoted to special purposes, with the imperial stamp revenue. It will impose a tax on native craft unequal in its incidence. The dingley of twenty maunds and the pulwar of 1,500 maunds will be alike liable to the one rupee stamp fee. The boat from Patna and from Hooghly will pay precisely the same. Again, it must be borne in mind that a great majority of these boats come from places, small villages, and scantily inhabited places, where it would be difficult to make a supply of stamped chalans available; a rule to make the use of stamped chalans compulsory would thus act as a total prohibition on a large branch of the traffic.

8. The Board observe that great stress is laid by the Chamber on the inference that, under their scheme, subordinate native agency could be dispensed with. If this could be done it would certainly be

one argument in favor of its adoption; but native agency will, in the opinion of the Board, be quite as requisite under this as under existing arrangements; the same agency would have to be employed in seeing that no boats passed without delivering their chalans, as is now employed in seeing that they do not pass without paying their tolls. The Chamber do not seem to be aware that European superintendence is employed at all the toll houses on the Nudda rivers and Calcutta canals. The Board do not doubt that ill-paid subordinate agency is always more or less corrupt; but there has been a very great improvement in this respect on the Calcutta canals under the administration of the present active and energetic Superintendent, and if the employers of boats would but give a more hearty co-operation to this officer, and absolutely refuse to pass extra charges in their churundars' accounts, the practice of taking douceurs would be effectually checked.

9. The Board are satisfied that the only way in which the requisite returns can be prepared consistently with a due regard to the interests of all parties is by an extension of the existing system as proposed in paragraphs 16 and 17 of the Nudda Commissioner's letter. At the time of measuring the boats, and assessing them for the payment of toll, the toll officers will note the contents of each boat, as approximately as they can, at the close of the day, these details will be abstracted by extra compilers, and be despatched to the Board. The Statistical Department, lately organized in the Board's office, will again compile weekly reports from these materials and publish them in the supplement of the *Government Gazette* in such form as may be agreed upon in communication with the Chamber. There should be one form for goods upwards, and one for goods downwards, all the principal staples being entered under a distinct denomination. In the course of a year or two the returns might be drawn up in a comparative form, such as has now been sanctioned for the monthly returns of external commerce. The expense of the compiling establishment would be very small, and might be met from the general funds of the rivers and canals. A proposition statement for the extra establishment to be employed in the mofussil and in the Board's office will be submitted on His Honor's announcing his approval of this project.

10. With reference to the concluding paragraph of the Chamber's

letter, the Board consider that it is due to Mr. Young to say that they believe it was far from his intention to express any opinion of the general uselessness of statistical returns. They understand his view of the question to have been that the chief use of returns of traffic passing in and out of the city would be to indicate approximately the stock in hand of any particular article on a particular day, rather than the state of the commerce of the country, which is already registered in existing returns of external commerce admitted by the Chamber in paragraph 3 of their letter of the 26th August to be "tolerably correct." Mr. Young thought that a knowledge of the state of the market would be more useful to the merchants, who would pay for its compilation under the scheme he was then advocating, than to the carriers of the goods upon whom it was proposed to throw the cost under the original plan suggested by the Chamber.

11. In conclusion I am to observe that the Chamber are somewhat mistaken as to the view of the law taken in the 15th and 16th paragraphs of Mr. Wood's letter. Tolls are collected on the Nudda rivers under Regulation VIII of 1824, and on the canals under Acts XXII of 1836, and XXV. of 1860. The preamble of the first of these regulations certainly assigns, among a number of reasons for levying tolls on these rivers, the considerable annual expense involved in keeping the channels open, but the collections were not restricted by the law to an amount requisite for this purpose. The law relating to the canal tolls, however, does not in any way allude to the manner in which such tolls are to be expended. And it certainly seems to the Board that the residue which remains, after the necessary expenditure on account of canal conservancy has been appropriated, could not be more legitimately employed than it now is in the improvement of internal communications, which act as feeders to the canals and rivers.

I have the honor to be,

Sir,

Your most obedient servant,

(Sd.) A. EDEN,

Junior Secretary to the Board of Revenue.

FROM

J. D. GORDON, Esq.,

Offg. Junior Secretary to the Government of Bengal,

TO

THE SECRETARY TO THE
BOARD OF REVENUE.

Fort William, the 25th June 1862.

Mrs. Rev.,
Customs.

SIR,—With reference to your letter No. 693, dated the 17th ultimo, relative to the proposed scheme for registering inland traffic, I am directed to state that the object of the measure suggested by the Chamber of Commerce appears to the Lieutenant-Governor to be most important, and to be attainable by simple means not open to the objections made to any of the specific plans proposed for carrying it out.

2. The Lieutenant-Governor suggests that every boat intending to convey produce from any place in the interior to Calcutta, should provide itself with a chalan in duplicate, the original being drawn up on stamped paper of one rupee value, setting forth the name of the owner or employer of the boat, the name of the manjoe, the district from which the boat is despatched, the particulars of the cargo, and the names of the consignees.

3. Every boat passing through the Nudda rivers and presenting a stamped chalan of this nature should be allowed a deduction of one rupee from the amount of toll due, or of the full amount of toll if it be less than one rupee, an endorsement being made to that effect on the stamped chalan, and the same plan being carried out in the Calcutta canals in which tolls are taken by Government.

4. Annual returns of these deductions should be made to the Board, in order that the Government of India may be applied to for an equal grant from the stamp revenue for local purposes.

5. Every boat should be bound under penalty, on its arrival in Calcutta, to deliver its chalans to the Traffic Department, which would retain the stamped chalan and return the duplicate duly attested for use.

6. The stamped chalan should be cancelled and filed, and the contents tabulated. A return could then be made of the number of stamped chalans delivered, and the net amount of revenue shown after deducting the amount for which credit had been given in the Toll Department. It would then be seen what sum was available for paying establishments—meanwhile a small establishment would suffice.

7. The whole department should be under the Collector of Customs, who, with the assistance of one or two clerks, could receive all chalans and tabulate the results. There might also be two or three supplementary offices, one at the Salt Chowkey Office, another at Mr. Galiff's office, and, perhaps, a third elsewhere, for the receipt and attestation of chalans, of which the stamped ones would have to be forwarded the same day to the Custom House. Two or three inspectors would also be required to see that all boats delivered up their chalans and had attested ones in their possession.

8. The Lieutenant-Governor will be glad to learn the opinion at which the Board may arrive on the practical value of this suggestion after consulting the Chamber of Commerce on the subject.

I have the honor to be,

Sir,

Your most obedient servant,

(Sd.) J. D. GORDON,

Offy. Junior Secy. to the Govt. of Bengal.

BOARD OF REVENUE,

Fort William, the 10th July 1862.

(True Copies)

W. J. HERSCHEL,

Offy. Junior Secretary.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 11th October 1862.

W. J. HERSCHEL, Esq.,

Offy. Junior Secretary to the Board of Revenue.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to acknowledge your letter of the 10th July last, forwarding for the information and suggestions of the Chamber copy of a further communication from the Government of Bengal, dated 25th June idem on the subject of the proposed registry of inland traffic.

2. In replying to this communication I am to express the satisfaction of the Committee that His Honor the Lieutenant-Governor equally with his predecessor considers the object sought to be attained by this registry of inland traffic as most important, and that His Honor also considers the plan proposed by the Chamber not open to the objections which have been raised against it.

3. The whole question, I am now instructed to state, has again been recently before the Committee, and after full consideration of all the correspondence which has previously passed on the subject, they are still of opinion that the most feasible plan of carrying out the proposed measure is the one originally suggested by them of making it compulsory on every boat landing produce within the limits of the port of Calcutta to be provided with a chalan, setting forth the particulars given in my letter of the 26th August 1861. Such chalan to bear a certain stamp, and to be given up at the office of Inland Traffic previous to the cargo being allowed to be discharged.

4. In my letter under date the 30th April last it was proposed that this stamp should be of an uniform value of one rupee, and it was pointed out that if in consideration of this tax the tolls on the Nuddan rivers were abolished, as had been suggested by Mr. Stainforth (and warmly supported by the Committee in my said letter) the imposition of this tax would be no less but a gain to the proprietors of boats; inasmuch as the navigation of the rivers being by the abolition of these tolls rendered absolutely free, they would, besides being released from the tolls now lawfully levied, be freed also from the oppressive exactions to which they are subject from the subordinate native agency necessarily employed in the collection of these tolls.

5. In para. 14 of my said letter it was also assumed from the figures quoted by Mr. Stainforth and Mr. Galiffe that the substitution of a stamp duty of one rupee on each boat for the tolls now levied would be productive of a surplus revenue more than sufficient to defray the expenses of the proposed Traffic Department. This calculation was based on the supposition that the canal tolls would be retained. The Committee however admit that, as remarked by the Board in para. 5 of their letter of the 17th May, the tolls could not consistently be levied on the canals in addition to the chalan stamps when they were abolished on the rivers, and consequently, as the abolition of the canal tolls also would, as shown by the Board, leave a considerable deficit after estimating the total receipts from chalan stamps, this position is financially untenable.

6. His Honor the Lieutenant-Governor, in para. 3 of Mr. Under-Secretary Gordon's letter of the 25th June, suggests that every boat passing the toll stations on the Nudda rivers or entering the canals should be allowed a deduction of the value of the chalan stamp from the tolls which are payable. This would reduce to a minimum all pretext for subsequent unnecessary interference with boatmen under pretence of ascertaining whether the proposed regulations had been carried out, but if the whole of the stamp duty is allowed in reduction of the tolls no provision will remain for the expenses of the necessary establishment of the department in Calcutta. This seems a fatal objection to this scheme which moreover takes no account of boats loading cargo for the capital at points nearer than the Nudda toll stations, and those coming to Calcutta up the Hooghly from the southward.

7. In supersession of the proposition contained in my former letter which, as stated in para. 5, appears to be financially impracticable, the Committee would now recommend that every boat discharging produce within the limits of the port of Calcutta shall be required to file at an office of Inland Traffic to be established at a convenient place within the town, a chalan bearing an uniform stamp of four annas, and that such chalan shall contain the particulars set forth in my letter of the 26th August 1861.

8. The number of boats arriving by the Hooghly and in the canals has been estimated by Mr. Galiffe at 300,000 per annum. A tax of 4 annas on each boat would therefore amount to Rs. 75,000 per annum. The cost of an establishment Mr. Schalch, in his letter of

the 28th February last, para. 9, estimated at Rs. 21,012 per annum. But this estimate makes no provision for office establishment, nor is there in the opinion of the Committee sufficient allowance for European supervision. Mr. Schalch contemplated the department forming part of the establishment of the Collector of Customs. The Committee think the department should be distinct from the Customs, but in any case an addition to the present Customs establishment would be necessary if so much additional work is thrown on the department. Considering all this the Committee are disposed to think that an efficient in-door and out-door establishment may cost not less than Rs. 40,000 per annum. But allowing that it does so there would still remain from the proceeds of a tax so light as practically to be inappreciable, after providing for the requisite establishment for the collection of statistics most valuable to the trade of the port, a considerable surplus which might legitimately as well as most advantageously be applied to the improvement of the river bank, and to increasing the facilities for the landing of cargo in which Calcutta is at present admittedly so grievously deficient.

9. The Committee in conclusion desire me to state that they do not consider it at present necessary to enter into further details of this scheme. But should the measure appear to His Honor the Lieutenant-Governor to be practical they would suggest that a Committee should be nominated by whom these details could be arranged.

I have the honor to be,

Sir,

Your most obedient servant,

H. W. I. WOOD,

Secretary.

APPENDIX J.

MERCHANT SHIPPING ACT.—DESERTION OF SEAMEN.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 18th July 1862.

W. DONAR, Esq.,

Secy. to the General Ship Owners' Society, London.

SIR,—The Committee of the Bengal Chamber of Commerce have recently had under consideration a correspondence between Messrs. Gladstone, Wyllie and Co., merchants and agents of this city, and the Government of Bengal and the Shipping Master of the port of Calcutta, bearing on the provisions of the Merchant Shipping Act so far as they relate to seamen being discharged or left abroad, and to the payment of wages due to them, as well as to the liability of masters of British ships in these respects.

As the points involved are of great importance to the interests represented by the General Ship Owners' Society, a copy of the correspondence is forwarded herewith for their information, together with a copy of a correspondence that took place four years ago on the same subject.

The provisions of the Act referred to are contained in Sections 207 and 209; by the former the master of a British ship is deemed guilty of a misdemeanor if he discharges a seaman or leaves him abroad on *any ground whatever* without previously obtaining a certificate from the Shipping Master or other competent authority, stating the fact and the cause thereof, whether such cause be *infirmity* or *inability* to proceed to sea, or *desertion* or *disappearance*; and by the latter the master is bound to render a full and true account of the wages due to the seaman so discharged or left behind, and to pay the same to the man himself in cash or by a bill.

XCV

The insufficiency of the Act to protect masters and owners against the misconduct of seamen is so clearly disclosed by the circumstances now placed before your Association, that they will probably be prompted to such action in the matter as may seem to them expedient with the view to obtaining an alteration of the law.

We beg your attentive consideration of the opinions of the late Advocate General and his successor who, though expressing themselves against the view taken by Messrs. Gladstone, Wyllie and Co., have nevertheless admitted the anomalies resulting from their interpretation of the word "inability" as used in the Act. The entire difficulty arises from the use of the word "inability"; and as there is much difference of opinion as to the legal meaning of that term, it is manifestly expedient that a reference should be made to the Board of Trade in order that the precise meaning of the word may be distinctly defined: this reference should however be subordinate to the more important object of having the law so altered that the criminal conduct of a seaman shall involve no injustice to his employer.

Another change in the Act is also considered desirable, by which a Magistrate shall be enabled to declare wages forfeited in part or wholly where there is a combination of the crew to refuse duty, and in cases of continued wilful refusal of duty in any individual after the first conviction; also in cases where a seaman has assaulted the master or any officer of the ship, and is convicted, without the Magistrate finding any mitigating circumstances. If forfeiture of wages is involved by desertion, it is difficult to discern the line which separates that offence from a criminal conduct by which a man virtually terminates his contract. In principle there is no real difference, but the law, as the Act is here construed, establishes a broad distinction and gives a seaman who wilfully breaks his covenant an advantage which cannot be claimed by the man who performs his engagement. The latter is entitled to wages on the termination of his contract, and not before; whilst the former by his own misconduct can prefer his claim for an unfulfilled engagement, and the law upholds it.

It is unnecessary to point out the strong temptation which is held out by this interpretation of the law to men whose wages are much below those ruling at this port (as is usually the case) to refuse duty or to behave with insubordination, in order that they may be sent to the House of Correction for a short time, and on their release receive

such wages as have accrued to them, and be free to ship at the higher wages current here. The Committee believe this is one of the most fruitful causes of the numerous cases for offences against the Merchant Seamen Act which are almost daily brought before the Magistrates of the town.

I am, &c.,

H. W. I. WOOD,

Secretary.

P. S.—As a forcible illustration of the mischievous results of the interpretation given by both the late and present Advocate Generals to the word “inability” as used in the Act, I beg to hand you the report of a very gross case of assault by a seaman on his commander. The consequences are that the man is punished by the Magistrate, and becomes by his own criminal act unable to rejoin his vessel, and yet under such *inability*, as interpreted by the Advocate General, the master is compelled by the Act either to pay the wages due to the man who breaks the law and commits this violent outrage, or becomes liable to the penalty of a misdemeanour for leaving a man behind under circumstances altogether beyond his control.

H. W. I. WOOD,

Secretary.

A similar letter was forwarded to

THE SECRETARY TO THE SHIP OWNERS' ASSOCIATION,
LIVERPOOL.

No. 704.

FROM THE JUNIOR SECRETARY TO THE
GOVERNMENT OF BENGAL,
TO THE SECRETARY TO THE
CHAMBER OF COMMERCE,
Port William, the 12th June 1862.

Marine.

SIR,—I am directed by the Lieutenant-Governor to forward for

* From Messrs Gladstone, Wyl-
lie and Co., dated 5th May 1862,
and enclosure.

From do. do. dated 17th May 1862.

To Solicitor to Government No.

217, dated 16th May 1862.

From do. do. dated 25th May 1862,
and enclosure.

the information of the Chamber, a
copy of the correspondence noted in
the margin,* containing an opinion
given by the Advocate General in
the case of the seamen of the ships
Edith Moore and *Hippolyta*.

I have the honor to be,

Sir,

Your most obedient servant,

J. D. GORDON,

Junr. Secretary to the Government of Bengal.

Calcutta, 5th May 1862.

E. H. LUSHINGTON, Esq.,

Secy. to the Govt. of Bengal,

Port William.

SIR,—We beg to submit for the consideration and orders of His Honor the Lieut.-Governor the subjoined correspondence between the Acting Shipping Master and ourselves with regard to the wages of a number of seamen of the ship *Edith Moore* who are now undergoing sentence of imprisonment for refusal of duty.

2. The Shipping Master, it appears, is acting upon certain orders (of the precise tenor of which we are not informed) from the Government of Bengal, based on an opinion by the late Advocate General, dated 2nd September 1858, and as we feel that great hardship will result to the owners if these instructions are literally carried out, we have to request that they may be so far suspended as to admit of the question being tried and definitely settled.

3. The matter is of the utmost importance to shipowners, for, if the construction which has been put upon Mr. Ritchie's opinion be consonant with the law of the case, it necessarily follows that seamen's engagements while binding on the owners may be eluded by the men, if they choose to decline doing duty in a foreign port,

and to submit to a short imprisonment,—which it seems few of them consider any great hardship, in Calcutta at all events.

4. Even though the men had faithfully fulfilled their engagement to its close, it is certain that they could not have claimed payment of wages till their discharge, and it would, we think, be a great anomaly if they were entitled by their own criminal breach of contract at once to put an end to its further operation and to claim full payment here for their previous services, while their bargain with the owner contemplated payment in *England* at the expiry of the period for which they signed articles.

We have, &c.,

(Sd.) GLADSTONE, WYLLIE AND CO.

Copy.

Calcutta, 25th April 1862.

CAPTAIN BURBANK,

Offg. Shipping Master.

DEAR SIR,—With reference to our interview yesterday on the subject of the wages of the fourteen seamen belonging to the *Edith Moore*, who have been sentenced to imprisonment for refusal of duty, and to the intimation which you then made to us that you had been instructed by the Government to act in such cases in accordance with the opinion of the late Advocate General Mr. Ritchie, dated 2nd September 1858, we now beg, in order to remove any obstacle to the vessel's clearance, to deposit with you the sum of Co.'s Rupees 1,078-3-8, being the equivalent, at 2s. 2d. exchange, of £116-10-2, the aggregate balance of wages which appeared to be due to these men up to the date on which they refused to do duty, as shown by their individual accounts which have been lodged with you.

At the same time we give you notice that we, as agents of the ship and on behalf of the captain and owners, entirely repudiate the right of these men to claim payment here of any portion of the wages which may be ultimately found due to them, and we further protest

that the captain and owners are entitled to claim from the seamen, and to plead as a set-off against any monies due to them, all damages and expenses which may be incurred through their failure and refusal to perform the duty which they contracted to do by the ship's articles.

We have therefore to request that no portion of the amount now deposited may be paid over to the men in question, or any of them, or their representatives, without notice to us, as we are determined, in case of need, to have the questions referred to tried and decided by a competent tribunal.

We may mention that, after their conviction, Captain Tealbury offered to receive the men on board, and so to remit nearly the whole of their sentence provided they would promise to return to their duty; but this they one and all refused, saying that, although they were put on board in irons, they would never turn to and work on board the ship.

There is no "inability" therefore on the part of the men to proceed to sea, and certainly no "unfitness," and we submit that the captain is not bound to discharge any one of them from his engagement or to pay any portion of the wages here. If the contrary is the case, it necessarily follows that refractory seamen will benefit by their own criminal misconduct, and by obstinate perseverance therein have it in their power, with the sanction of the law, to put their owners to great inconvenience and loss whenever they may choose, though without any reason whatever, to set the master's authority at defiance and refuse performance of their part of the contract.

It is quite possible that the *Edith Moore* may return to Calcutta before any of the men have left the port or entered into other engagements, and in that case it is Captain Tealbury's intention to re-claim them. He does not wish therefore formally to discharge any of them in the meantime, but we beg that an endorsement may be made on the articles of such of the circumstances above detailed as you may consider necessary.

We are, &c.,

(Signed) GLADSTONE, WYLLIE AND CO.,

Agents, Ship "Edith Moore."

P. S.—We shall be prepared to assume Captain Tedbury's place in any proceeding that the seamen may be advised to take with a view to enforce payment of their wages.

(Signed) G. W. & CO.

Copy.

(No. 4.)

FROM

CAPTAIN C. BURBANK,

Acting Shipping Master,

TO

MESSERS. GLADSTONE, WYLLIE AND CO.

Dated Calcutta, 3rd May 1862.

GENTLEMEN,—I have the honor to acknowledge the receipt of your letter dated the 25th ultimo, and with reference to the protest entered by you therein, in the matter of the wages of the seamen in jail from the ship *Edith Moore*, to inform you that in the absence of the express orders of Government in suppression of those already in use at this office, I regret it is not in my power to entertain your protest, and I shall therefore be compelled to pay over to the men (on their release from jail) their balance of wages and effects in my hands.

I have, &c.,

(Signed) C. BURBANK,

Acting Shipping Master.

FORT WILLIAM,
Govt. Shipping Office.

ci

Calcutta, 17th May 1862.

E. H. LUSHINGTON, Esq.,

Secretary to the Government of Bengal,

Fort William.

SIR,—With reference to our communication of 5th instant we have now to inform you that two of the seamen of the ship *Hippolyte*, consigned to us, were on 6th idem sentenced to imprisonment in the House of Correction for four weeks, under circumstances precisely similar to those involved in the case of the men of the *Edith Moore*, and that we have deposited their wages also with the Shipping Master under protest.

2. The sentence of the *Hippolyte's* men will expire on 3rd proximo, and we would esteem it a favor to be advised as soon as possible of the course which Government may think it advisable to pursue in the matter, so that we may be prepared in time to adopt such proceedings as may be necessary for the protection of the interests which we represent.

3. We may mention that the men in question positively refused to entertain an offer which the captain made to them in presence of the Magistrate, after sentence, to receive them on board and to remit the whole of their punishment provided they would promise to return to their duty, and that the Magistrate made a memorandum of the circumstance.

4. It appears to us therefore that there can be no question whatever as to the *ability* of these men to proceed to sea, and there is none as to their *fitness*, and as it is only in cases of unfitness or inability that Section 209 of the Merchant Shipping Act, upon which the whole question hinges, requires wages of seamen left behind to be accounted for and paid in a foreign port, we submit that no claim on the part of the men can be entertained here.

5. With all deference to the opinion of an authority so eminent as the late Advocate General, we cannot help thinking that the difficulties which have been raised arise entirely out of a misconception of Cap. 3 Section 207 of the Act. It seems to have been taken for granted that the Act contemplated that seamen could not be left behind in foreign ports from any other cause than one or other of these four: namely, "unfitness," "inability," "desertion," or "disappearance."

6. We do not think that the clause in question can properly be

read in this way. It provides that a shipmaster shall be deemed guilty of a misdemeanor if he "leaves behind any seaman or apprentice at any place situate in any British possession abroad on any ground whatever without previously obtaining a certificate in writing so endorsed as aforesaid from such officer or person as aforesaid, stating the *fact* and the *cause* thereof whether such *cause* be *unfitness* or *inability to proceed to sea*, or *desertion* or *disappearance*."

It seems to us plain that all that the Act here requires is that the *cause*, whatever it may be, must be certified in writing, the four special causes referred to being stated, *exempli gratia* merely—certainly not we think as comprehending all those from which seamen could possibly be left behind.

7. But if our opinion on this point should be held to be erroneous, then we say that under the circumstances of the case, the conduct of the men amounts to virtual *desertion*; at least we think there can be no doubt that the cause of their being left behind is more analogous to *desertion* than to any of the other three specified in the Act, viz., "unfitness," "inability" or "disappearance," and in the case of desertion they cannot maintain any claim to payment of wages *here* at all events.

8. We have taken up this matter as much on public grounds as in the interests of our own constituents, for the present state of matters in this port amounts to a crying evil, and shipmasters are daily put to great inconvenience and loss in consequence of their crews combining to refuse duty, often on the very eve of the departure of their ships, and indeed several vessels have been detained in consequence. Seamen, taught by the Calcutta crimps and lodging-house keepers, well know that by taking their chance of a short imprisonment they may get rid of their engagements and secure other employment on their release from prison at, perhaps, double the wages they have signed articles for in England. The refractory men of one or other, if not both, of the ships we have referred to, were bound by the articles to serve for three years at £2-5 per month, and wages in Calcutta were ruling at about £4 when the vessels were here.

9. We must apologise for thus troubling the Government, but we trust the importance of the matters at issue will be our excuse.

We have, &c.,

(Sd.) GLADSTONE, WYLLIE AND CO.

No. 217.

FROM

THE JUNIOR SECRETARY TO THE
GOVERNMENT OF BENGAL,

TO

THE SOLICITOR TO GOVERNMENT.

Dated Fort William, the 16th May 1862.

Marine.

SIR,—I am directed by the Lieutenant-Governor to forward to you the accompanying letter in original from Messrs. Gladstone, Wyllie and Co., dated the 5th instant, with its enclosure, regarding the wages of certain seamen of the ship *Edith Moors*, who are now undergoing sentence of imprisonment for refusal of duty, and to request that you will be so good as to lay the papers before the Advocate General, and to obtain his early opinion on the question therein mooted.

2. You are requested to return the original papers with your reply.

I have, &c.,

(Sd.) J. D. GORDON,

Junior Secy. to the Govt. of Bengal.

No. 91.

FROM

F. C. SANDES, Esq.,

Solicitor to Government,

TO

J. D. GORDON, Esq.,

Junior Secy. to Govt. of Bengal.

Fort William, the 28th May 1862.

SIR,—With reference to your communications as per margin* I have the honor to forward herewith for the

information of the Hon'ble the Lieutenant-Governor, a copy of the Advocate General's opinion, as to the disposal of the wages of the seamen of the ships *Edith Moore* and *Hippolyta*, who are now undergoing sentence of imprisonment.

* No. 217 dated 16th May.

No. 202 dated 22nd May.

The original enclosures of your communications are herewith returned.

I have, &c.,
(Sd.) F. C. SANDES,
Solicitor to Government.

OPINION.

I concur in the opinion given by my predecessor in 1858: I think that both in the case of the *Edith Moore* and that of the *Hippolyta* it would be necessary for the master, if he left the seamen behind by reason of their imprisonment, to obtain a certificate under Section 207 Clause 3 of the Merchant Shipping Act. The only cause of forfeiture of all wages is desertion, where a seaman has once joined the ship and began work under his agreement. A subsequent refusal to work and the consequent imprisonment of the seaman so refusing does not amount to desertion, and therefore such seaman is entitled to all wages which accrued due down to the time at which he refused to work. There are no doubt strong reasons for contending that seamen who (as would appear in the present case) deliberately refuse to work with the object of being kept in confinement until the master is obliged to leave the port without them should forfeit all their wages; but the legislature has not so provided; and on the other hand there is nothing in the Act to show that the terms "unfitness or inability" must be limited to unfitness or inability caused by accident, and which the seaman has not induced by any act of his own, while the language of the 180th section is inconsistent with any such limitation of the term in question.

But though I think that these seamen are entitled to the wages which accrued due to them down to the time at which they refused to work, I do not understand what are the grounds on which the Shipping Master has required those wages to be deposited with him: there is certainly nothing in the opinion of the late Advocate General which could support such requirement. The 210th section of the Act expressly provides that the wages due to a seaman left behind shall be paid whether in money or by bill to the seaman himself. The 209th section directs that the Shipping Master shall, where the payment is made by bill, endorse thereon and on the agreement a certain certificate, but it does not direct that the bill shall be made payable or the

money paid to the Shipping Master. If the masters of these ships have, by leaving the seamen behind, committed a misdemeanor, they may be prosecuted for such misdemeanor on their return to their port of destination in the United Kingdom. But the service of these seamen, that is their liability to serve, has not terminated at Calcutta, nor have they been discharged in Calcutta, and I therefore think the moneys which have been paid to the Shipping Master by Messrs. Gladstone, Wyllie and Co. under protest, should be returned to those gentlemen unless the moneys have already been actually paid over to the seamen.

(Sd.) T. H. COWIE.

27th May 1862.

(True Copy)

(Sd.) F. C. SANDES,
Solicitor to Government.

(True Copy)

J. H. CASHMAN,
Officiating Register, Bengal Secretariat.

APPENDIX K.

GUARANTEES FOR PORT CHARGES.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 28th June 1862.

H. L. DAMPIER, Esq.,
Secy. to the Board of Revenue.

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to bring to the notice of the Board that from the 1st current agents of vessels have been required by the Collector of Customs to give the usual guarantee for unpaid port charges on paper bearing a stamp of the value of one rupee.

Before a vessel can obtain a port clearance her agents must pay or engage to pay all claims for port and hospital charges; but these charges, it would appear, cannot be ascertained correctly until after the vessel has left; and on this account, although no neglect of her agents, is the vessel subjected to a tax—not because the agents cannot pay the charges incurred, but because the Government cannot state their precise amount, and therefore demand a guarantee that the amount when ascertained shall be duly discharged.

The Committee are unable to discover any clause in the Stamp Act under which the Collector's proceeding can be sanctioned, for it is difficult to believe that the 1st Article of Schedule A. can be attempted to be so interpreted as to include the guarantees in question.

The Committee therefore trust the Board will, in consideration of the circumstances now submitted, be pleased to direct the Collector of Customs to withdraw his order in this respect.

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

cvi

No. 1036.

FROM

W. J. HERSCHEL, Esq.,
Offg. Junior Secretary to the Board of Revenue.

TO

THE SECRETARY TO THE CHAMBER OF COMMERCE,
Fort William, the 8th August 1862.

Customs.

A. Grote, Esq. and
E. T. Trevor, Esq.

SIR,—With reference to your letter dated 28th June last, requesting the withdrawal of the order issued by the Officiating Collector of Customs, Calcutta, on agents of vessels to give the usual guarantee for unpaid port charges, &c., on paper bearing a stamp of the value of one rupee, I am directed by the Board to inform you that instructions have been given to the Officiating Master Attendant to endeavour to forward the bills above alluded to, to the Custom House for realization before the departure of a vessel, in order to dispense with the demand for a guarantee from agents for unpaid port dues, &c.; and the Board request that the Chamber will give merchants to understand that the result of the experiment will depend materially on the promptitude of ships' commanders, &c. in their final arrangements with the Bankshall.

2. Copy of my letter to the Officiating Master Attendant of this date accompanies for the Chamber's information.

I have the honor to be, &c.,

W. J. HERSCHEL,
Offg. Junr. Secretary.

cvi

No. 1035.

FROM

W. J. HERSCHEL, Esq.,

Offg. Jr. Secy. to the Board of Revenue,

TO

THE OFFG. MASTER ATTENDANT.

Dated Fort William, the 8th Aug. 1862.

Customs,

A. Goto, Esq. and

E. T. Trevor, Esq.

SIR,—With reference to your letter No. 1862, dated 9th ultimo, to the address of the Officiating Collector of Customs, Calcutta, relative to the difficulty experienced in realizing bills for port dues and pilotage from outgoing ships after they have obtained their port clearance, and with regard to the demand made by the Collector for a guarantee for unpaid port charges from agents on paper bearing a stamp of the value of one rupee,

2. I am directed by the Board to request that you will make the trial alluded to in the last paragraph of your letter under acknowledgment, as it is of importance to mercantile interests that the guarantee which now has to be stamped should be dispensed with.

I have, &c.,

(Signed) W. J. HERSCHEL,

Offg. Jr. Secy. to the Board of Revenue.

Fort William, the 8th August, 1862.

(True Copy)

W. J. HERSCHEL,

Offg. Jr. Secretary.

APPENDIX L.

PUCKWA SALT.

No. 853.

FROM

H. BELL, Esq.,

Under-Secretary to the Government of Bengal,

TO

THE SECRETARY TO THE BENGAL

CHAMBER OF COMMERCE.

Fort William, the 23rd June 1862.

MR. REV.

SALT.

SIR,—With reference to your letter dated the 13th July 1860, and the accompanying copy of one from the Board of Revenue, No. 542, dated the 16th May last, with enclosure, I am directed to request that the Chamber of Commerce will be so good as to state whether, with a view to afford relief to the refiners of saltpetre, it is still considered desirable that they should be allowed to dispose of the puckwa salt educed in the process of refining on payment of full duty instead of being, as at present, obliged to destroy it.

I have the honor to be,

Sir,

Your most obedient servant,

H. BELL,

Under-Secretary to the Government of Bengal.

From the HON'BLE A. EDEN, Junior Secretary to the Board of Revenue, to the Secretary to the Government of Bengal.—(No. 542, dated the 16th May 1862.)

SIR,—In continuation of my predecessor's letter No. 1022, dated the 25th September last, and with reference to paragraph 2 of Government order dated the 26th June last, No. 272(A.), I have the honor,

* Dated 8th April 1862. by direction of the Board of Revenue, to submit an abstract* prepared by the Commissioner of Patna of the replies furnished to Mr. Grote's questions regarding the taxation of puckwa by the collectors of the division, after the enquiries instituted by them during their cold weather tours.

2. The Board fear that with the exception of Mr. Bruce Lane, whose report is valuable and practical, the other collectors have not made such enquiries regarding the saltpetre producing capabilities of their districts as it was intended that they should make.

3. When on circuit in Tirhoot last cold season, as Commissioner of Patna, Mr. Fergusson commenced an enquiry on this subject, which he was unable to complete before leaving the division. Mr. Fergusson ascertained sufficient, however, to convince him of the extreme impropriety of any interference with the Noonahs, whom he found to be the poorest class of the population. He is convinced that very slight interference with these Noonahs would make the great majority of them abandon the saltpetre business altogether; and no other class, he thinks, would take it up, simply because it is well known not to be sufficiently remunerative. Under these circumstances, the Board are of opinion that it would not be expedient to meddle with the puckwa so far at least as the Noonahs are concerned.

4. There is reason, moreover, to believe that the taxation of puckwa would add but little to the revenue. The assumption that every maund of puckwa which is manufactured involves a loss to Government of Rupees 3-4, by displacing an equal quantity of duty-paid salt which would otherwise pass into consumption, is untenable. This will become apparent by considering the purposes for which, and the persons by whom, the puckwa is used. It is used, *first*, by the Noonahs for their own consumption; *secondly*, by agriculturists

for the purpose of feeding their cattle; *thirdly*, by tanners for curing hides; *fourthly*, by salt merchants for the purpose of adulterating full-taxed salt; *fifthly*, by regular consumers who purchase it for food. As regards the *first* of the objects specified, I am to remark that no imposition of duty would prevent the Noonahs using the puckwa for their own consumption; for no preventive force could check this sort of placing a burkundaux to watch every Noonah at his daily work. To say nothing of the impossibility of preventing the domestic consumption of puckwa by this class, the expense of any considerable preventive establishment would be very much in excess of the full duty leviable on all the puckwa made in Behar. *Secondly*, because the agriculturist feeds his cattle on puckwa at its present price, it does not, the Board observe, follow that he would continue to do so if the price were raised by a duty of Rupees 3-4 per maund. Indeed, it is very certain he would not; and any revenue from this source is therefore out of the question. In the *third* case, the same remark applies to the curing of hides. *Fourthly*, as to the adulteration of salt; this is an offence amply provided for by Section LXXVII, Regulation X of 1819, and even were it not, dealers would have no conceivable object in purchasing duty-paid puckwa for the purpose of adulterating salt paying precisely the same duty; this mode of consumption would therefore cease also. There only remain the ordinary consumers who use it for domestic purposes. These are only the lowest of the low. No man of respectability would ever think of touching salt prepared by this process, which is moreover intrinsically bad and bitter. And if, as the collectors' reports show, the total duty represented by the entire quantity of puckwa produced in Behar is only Rupees 77,000, it is clear that the duty on that portion which represents puckwa sold for alimentary purposes must be very inconsiderable, as the portion so sold can be merely what remains after deducting the quantities consumed by the Noonahs and used for cattle feeding, hide curing, and adulteration of good salt.

5. A strong ground for the belief that the consumption of puckwa for any purpose is not considerable is the admitted poverty of the Noonahs, who are said by all to be the most indigent class in the poor province of Behar, a condition altogether inconsistent with the supposition that they are carrying on a large trade in salt to the detriment of the Government revenue.

6. If, however, it is still considered expedient to reach the puckwa sold for edible purposes, the Board are of opinion that the only way of doing so without keeping up expensive establishments or checking the saltpetre trade is as follows :—

First.—The Nooncahs should be left absolutely free and unmolested with in the education and domestic consumption of puckwa. The notification published under Government order dated 22nd July 1861, No. 339 (A.), will be seen, from the reply of the Collector of Tirhoot to Question II., to have already had the effect of closing a number of the Nooncahs' vats, and any attempt to license the manufacturers of crude saltpetre would certainly affect the production of that staple article of trade. The Nooncahs should be permitted to make for their own consumption and that of their families as much puckwa as they like : this concession being made on the same principle as that on which Molunghees are allowed *khorahee salt*, namely, that it is impossible to prevent their smuggling salt for domestic consumption.

Secondly.—But the Board would prohibit the sale of puckwa by a Nooncah to any but a licensed refiner.

Thirdly.—They would make all puckwa which may be unaccompanied by a protective document found in transit, or in a house within the saltpetre districts, in excess of five seers, liable to confiscation, and the possessor to penalty as in the case of salt within chowkey limits, under Section XXXVI, Regulation X of 1819. This would require legislation, and, if the Lieutenant-Governor approves of the proposal, the Board will draft an Act for this purpose.

Fourthly.—If any refiner desired a license to sell puckwa, he should receive such license on payment of a fee of Rupees 10.

Fifthly.—Such licensed refineries should be treated as rum distilleries are, an excise establishment paid for by the licensed refiner residing on the premises. After each day's manufacture the darogah would weigh the puckwa into store, and a golah being filled the salt would be passed out under protective documents.

7. This would, the Board think, meet the case of refiners who wished to sell puckwa on payment of duty. But as the Board have already remarked,* when submitting to the late Lieutenant-Governor the views of Messrs. W. Haworth and Co. on the subject, the refiners themselves do not appear to regard the sell-

* Vide paragraph 2 of Board to Government, dated 21st August last, No. 914.

ing of full-taxed puckwa as a privilege; and the Board do not understand how it could be so regarded, supposing the representations of Mr. Lane to be correct. He says that puckwa (free) sells at Rupees 3-8 a maund, and Liverpool pangah (duty-paid salt) at Rupees 5. Now, if the duty (Rupees 3-4) be added to the present price of puckwa, the price obtained will be Rupees 6-12 per maund, which is in excess of the price of Liverpool salt. The puckwa will not, therefore, afford, under these conditions, the profit which it now realizes, the refiner would not be able to raise his price to any thing like the extent of the duty, and the duty must thus fall almost entirely on the producer, and eventually the article would not sell at all.

8. It may be assumed that the highest price which will be given for puckwa will be Rupees 3-8 to Rupees 4 per maund. The cost of production is stated to be two annas, which plus duty Rupees 3-4 and cost of the excise establishment two annas, would make the charge Rupees 3-8, leaving the producer a margin of profit so scanty as not in any degree to compensate the refiner of saltpetre for the inconvenience of having an excise establishment quartered in his premises. Especially is this apparent when it is observed that the total output in all the refineries (Native and European) in all the province of Behar is only 22,000 maunds per annum. Again, the price of Liverpool and other salt will fall in those provinces when the railway opens, and this would drive the full-taxed puckwa altogether out of the market.

QUESTION.

I. What is likely to be the effect of requiring each crude saltpetre work, and each glaubur salt and sujjeemuttee work, to take out a license on stamped paper of 1 rupee?

ANSWERS.

I. *Behar.*—The Collector of Behar states that it would be no hardship to the workers in crude saltpetre; they could easily afford to pay that amount. There are no glaubur salt and sujjeemuttee manufactories in this district.

I. *Chumpanur.*—The Collector of Chumpanur says that the effect of requiring each crude saltpetre work and glaubur salt and sujjeemuttee work to take out a license on stamped paper of one rupee

will be some discontent and a slight increase of revenue, probably rupees 3,000 to 4,000 in this district.

I. Sarun.—The Collector of Sarun states that, from the enquiries I have made, I am satisfied that no objection exists to making each crude saltpetre work take out a license on stamped paper of one rupee. There are no manufactories of glauber salt or sujjeemuttee works in this district; the former article is not generally used by the people here, and the latter alkali is imported.

I. Shahabad.—The Collector of Shahabad states that the effect is likely to be an increase of the Government revenue of Rupees 310 without oppression or annoyance to any one. The tax will of course fall ultimately on the consumers.

I. Patna.—The Collector of Patna states that crude saltpetre is produced in 50 per cent. of the villages (4,900) comprising the Patna district. People called Nooncals are engaged in preparing the saltpetre and glauber salt; these Nooncals are of the poorest class, and taking out a license on stamped paper of one rupee would result in decreasing the manufacture of that article, as the majority of Nooncals could not afford to pay the tax *plus* the tax imposed on them under Act XVIII of 1861. Sujjeemuttee is not produced in this district.

I. Tirhoot.—The Collector of Tirhoot states thus :—

"During my recent tour I have made enquiries in many parts of the district regarding the condition of the Nooncals. I noticed at once that the number of vats in work during this season are very considerably less than those which I had found open in 1860-61, and this decrease was attributed, both by the Nooncals and the Zemindar who holds the nimuk sayar, to two causes, namely, the present low price of refined saltpetre in the market, and the prohibition against making salt proclaimed through the district under the Board's order, No. 698 of the 3rd July 1861. The consideration of the last alleged cause will fall better under the second question, but here I must observe that as long as the greater portion of the refined saltpetre now sent down to Calcutta lies unsold or realizes but a low price, it appears to me quite certain that any pressure on the Nooncals in the shape of a license fee would act directly as a check on the production of the crude saltpetre; and this result, in itself evil, would be attended with much loss to those zemindars to whom Government has granted the right to levy nimuk sayar. In one instance alone

that of the minor owner of the Durbangah estates, the nimuk sayar mehal which in 1860 was leased for Rupees 12,000, remains now unlet, and no one can be found to take it up. Many other zemindars have also brought to my notice the great diminution in their profits from this source, and, if this is the case now, I see no reason to doubt that the effect at present of requiring each crude saltpetre worker, and each glauber salt or sujjeemuttee work, to pay a license fee of one rupee would be very injurious. But a fair rise in the price of the refined saltpetre would remove the only valid objection to such a course; and, for the purpose both of securing true statistics and of enabling Government at any time to introduce the system of licenses without further difficulty whenever it might seem expedient to do so, I would recommend that in place of a clause requiring the Nooncal to pay a license fee, provision be made in law for the registration of all crude works. Thus every zemindar should be required under penalty to lodge with the collector before the 1st November in each year, that is during the first working month of the "Abn" season, a list of all the Nooncals under engagement to him for the ensuing season. The Government would then be in a position at any moment to act on an increase in the value of refined saltpetre, and call on every Nooncal to pay his license fee.

QUESTION.

II. Would it be better to provide in such a license for prohibiting the boiling of the refuse saltpetre earth for puckwa, or to allow it with a view to its being sold to refiners for being purified as alimentary salt, according to Mr. Vere's plan?

ANSWERS.

II. Behar.—The Collector of Behar states that there are no refiners of puckwa salt in this district, consequently the refuse saltpetre earth would find no purchasers; the license, therefore, should permit this refuse earth to be boiled for the production of puckwa salt, otherwise the manufacture of this salt would decrease.

II. Champaran.—The Collector of Champaran states that: "I should say the prohibition intended would be of little practical use. First, I doubt much whether the law would admit of it, Act XVI of 1848. Second, refuse saltpetre earth may be refined by the manufactures of the saltpetre under the law. If he do it in good faith, he will inform the collector of all needful particulars and prevent out-

siders from interfering with his trade ; if he do it wrongfully and the thing be discovered, he is liable to penalties. Who will give information of fraud, but one personally interested ? *Third*, salt produced in the process of manufacturing saltpetre was at one time (if it is not now) to be destroyed. The means to prevent this waste would seem to be to allow the manufacturer to sell it. I should say let it be sold to the refiners. Mr. Vere's plan is not extant here."

II. Patna.—The Collector of Patna states that the Nooneahs dispose of the saltpetre to the refiners, but they retain the puckwa salt for their own consumption. The puckwa salt is sold for a trifle : six Gornepooras pie the seer. Its sale should be provided for in the license, otherwise it will be disposed of clandestinely. A medical man would recommend its destruction, as the use of it is not conducive to health, causing diarrhoea. Puckwa salt is used for physicking cattle ; it is also used by the domes, noochues, and the lowest class of cultivators.

III. Saran.—The Collector of Saran says, that nearly all the experienced parties whom I have consulted disapprove of prohibiting the boiling of the refuse saltpetre earth for puckwa salt, as this article is only consumed by the poorest class of the people, and the probable effect of such interference would be to induce the Nooneahs to abandon its manufacture altogether. The preparation of puckwa salt should be allowed with a view to its being sold to refiners for purification as alimentary salt.

III. Shahabad.—The Collector of Shahabad states that it seems to me that in this district it would be useless to license the purification of puckwa salt, as in this district it is not purified and the general opinion is that it cannot be purified. Mr. Drummond says that it will not even do to cure hides, and there is more bitter than salt in it. It is eaten only by the poorest of the poor, and an average of four parts is the usual refuse to every 100 part of manufactured saltpetre. It seems that up here it is rarely eaten, but is more usually thrown back on the earth from which the saltpetre is drawn with a view of increasing the produce. This I learn is the custom both among European and Native manufacturers.

III. Tirhoot.—The Collector of Tirhoot states thus :—" I am of opinion that it would not be advisable to allow the Nooneah to boil for puckwa salt, with a view to its being sold to refiners and purified as alimentary salt. In my former reply on this point I objected

on the ground of the expense which would be incurred in keeping up a supervising establishment as well as on account of the annoyance and risk of loss to the refiners if they were compelled to purchase the Nooneah's salt for purification ; my detailed enquiries in the district and from the refiners have confirmed me fully in my former objections to such a plan. The refiners without exception express their unwillingness to purchase the impure salt from the Nooneah ; and I would, therefore, suggest that the sale of salt be altogether prohibited except by the licensed refiner. But the existence of the feeling to which I have referred in the first answer, namely, that the prohibition against the making of salt by the Nooneah checks the production of crude saltpetre, is worthy of consideration in this place. The refiner educes salt in his process of manufacture with a view to improve the quality of the saltpetre, the price of the refined article being high in proportion as it is free from any mixture of salt. The Nooneah, on the other hand boils for salt mainly for his own consumption, but in a small degree only for sale or for the improvement of his crude material. The more salt the refiner can separate the better are his interests served, and by far the largest portion of the puckwa salt which, before the present year, was sold in the bazar, came from the godowns of the refiner, not from the Nooneah. In those parts of Tirhoot where the soil yields a larger quantity of salt, it is perhaps possible that in some cases the Nooneah separates it for sale as well as for his own use, but as a general rule I do not believe that the very inferior salt which he can produce is in common use amongst the other lower classes of the population. The object of the present enquiry being therefore, as I presume, the exclusion from the market in future of all salt except that which pays duty, I am convinced that this will be most wisely and sufficiently ensured by a supervision of the refiner's manufactory alone, the Nooneah being as little interfered with as possible ; for the existing rule against making salt has, from all accounts, had the effect of closing a certain number of the Nooneahs' vats, and thus imposing an undesirable check on their trade, and assuming that the Nooneah can be restricted to boiling salt sufficient only for his own consumption, the actual loss to Government would be duty only on the total quantity thus consumed by all the Nooneahs in the district. There are in round numbers 7,000 Nooneah families in Tirhoot, and the consumption of salt by this very trifling proportion of the whole

population of 1½ million, at an average rate of twenty seers per family per annum, would not exceed 3,500 maunds, on which, if it could all be brought under duty, a sum of Rupees 11,375 would accrue to Government, and against this amount must be charged the cost of preventive establishments—no trifle over an area of the 6,000 square miles—the loss of export duty on the saltpetre which would not be produced in the closed rats, and the odium of pressure on the very poorest class of the whole population who would be naturally discontented when compelled to pay for salt which they had for so many years made for themselves; and, indeed, considering that the refiners themselves whose salt would all be taxed before they could sell it would lose by every seer of impure salt brought by the Noonah into the market, the Government would obtain from the refiners the most efficient support in preventing any illicit sale by the Noonah. Instead, therefore, of declaring that the manufacture of salt except by refiners is illegal, I would recommend that the law should prohibit the sale of salt by any save licensed refiners, and conceding to the Noonah the privilege of making and keeping for himself not more in any case than two seers at a time, should also declare all impure salt found in the possession of any other person to be liable to confiscation, and the person with whom it might be found liable to a fine of Rupees 500. I admit that this proposal is not so complete and will not bring in so much revenue to Government as the total prohibition of all manufacture of salt save by the licensed refiner. But in the present state of the market, and the consequent very poor condition of the Noonah, it appears to me by far the best policy to let his class alone.

QUESTIONS.

III. At what average rate do the refiners estimate the additional profits which their refining works will yield them when allowed to purify puekwa salt and to sell it subject to duty?

ANSWERS.

III. *Behar*.—The Collector of Behar states that the refiners of saltpetre in this district are unable to form any estimate of the profits that would result from the purification of puekwa salt, as this purification is altogether unknown in the district.

III. *Chumparun*.—The Collector of Chumparun states that, "as puekwa salt is not used here, no answer can be given. The Collector of Sarun may perhaps know."

III. *Patna*.—The Collector of Patna states that: "I am informed there are three or four hundred saltpetre manufacturers residing within the district. I have no data in my possession to answer this question. The manufacturers, however, if called on, would not furnish a true estimate of additional profits to be derived from purifying puekwa salt and disposing of it subject to duty. I doubt if it would pay to convert puekwa salt into alimentary salt. I have only lately joined this district, and consequently know nothing of the interior. I am therefore dependent on others for information."

III. *Sarun*.—The Collector of Sarun states, that puekwa salt now sells in the interior of this district at Rupees 2 or Rupees 2-8 per maund. It is not generally refined here, as one-fourth of the quantity produced is lost in the refining process, and the usual plan is to mix up the puekwa salt which remains unsold at the end of the year with the old saltpetre earth in order to increase the quantity produced in the following season. The profit gained by refiners after paying all charges is four annas per maund, and if allowed to purify the puekwa salt an additional profit of two annas per maund will be obtained.

III. *Shahabad*.—The Collector of Shahabad states that the third answer is involved in the reply of the second question.

III. *Tirhoot*.—The Collector of Tirhoot states thus: at the time of my first report I had no opportunity of correctly ascertaining either the cost to the refiner of educing and purifying puekwa salt or its value in the market, but I have since done so. The salt is separated by the refiner (as before observed) for the improvement of his saltpetre, and the cost of educing it cannot, therefore, be fairly balanced against the profit on its sale, but must be considered as a charge on the manufacture of the saltpetre alone. The purification of this salt is commonly effected by enclosing it in a piece of thin cloth and

washing it, and, advertising to the letters noted in the margin, I think that two annas per maund is a sufficient calculation of the probable cost of such purification. Assuming the cost of purifying the salt to be ... 0 2 0 and the duty leviable of ... 3 4 0 the total Rupees ... 3 6 0

Letter from Board to Commissioner of Patna, No. 916 of 21st August 1861, forwarding extract from letter dated 30th July 1861, from Messrs. Haworth & Co. to the Chamber of Commerce.

will be its cost to the refiner. The price of puckwa in the bazar has ranged from Rupees 3-8 to Rupees 4-8 according to the quantity available for sale at the time, and the poorer classes are glad enough to purchase it as long as the duty-paid salt is priced at Rupees 5 and upwards. Taking Rupees 4 as an average price of puckwa, the additional profit to the refiner, if allowed to purify and sell it on payment of duty, will be ten annas per maund. The gain is less of course by Rupees 3-4 as compared with the former sales of the salt free from duty, but even after imposing that duty a margin of profit is left to the refiner and not a loss.

QUESTION.

IV. What is the estimated yield of puckwa salt in each district, shewing details of process of calculation?

ANSWERS.

IV. *Bihar*.—The Collector of Bihar states that, from calculations based upon enquiries made of the various goldadars and workers in saltpetre, it appears that the yield of puckwa salt in the sudder division is about

... 1,245 Mds.	
in the division of Nowada	... 700 "
" " Sherghotty	... 400 "
Total	... 2,345 "

IV. *Chumparun*.—The Collector of Chumparun states that as puckwa salt is not used here no answer can be given. The Collector of Sarun may perhaps know.

IV. *Patna*.—The Collector of Patna states that it is impossible to say what the estimated yield of puckwa salt is throughout the district. Mr. Vere's process is not known to me.

IV. *Sarun*.—The Collector of Sarun states that the number of crude saltpetre works in this district is estimated at 10,000 and the quantity of puckwa salt produced daily in each, during the manufacturing season of six or seven months duration, one acer, which would yield 8,000 maunds annually. The number of saltpetre manufactories is calculated at 800 and the daily yield of puckwa salt in each, during the working season, two seers, thus producing 8,400 maunds in the year. The total annual yield of puckwa salt in this district is, therefore, as nearly as can be ascertained, 16,400 maunds.

IV. *Shahabad*.—The Collector of Shahabad states thus :—Of 4 maunds puckwa on every 100 maunds saltpetre, the outturn will be as follows :—

Number of manufactures 310; total amount of average annual outturn in the district, 15,500 maunds; 4 per cent. of the above 620 maunds gives the supposed amount of puckwa. The average annual outturn is probably in reality much more than this, but I cannot fix it with any certainty.

IV. *Tirhoot*.—The Collector of Tirhoot reports thus :—" I have here to solicit that you will refer to the answer given by me to the fourth question in my report of the 30th April 1861, for a description of the refiner's manufacture of the kulnee and kootia saltpetre from which his salt is educed. As regards the quantity of saltpetre annually refined in Tirhoot my enquiries lead me to believe that I before made, if any thing, too low an estimate in writing it down at 3,00,000 of maunds. But it is better to allow for bad seasons and a falling off in the trade than to assume as a basis of these calculations the greatest quantity which might be produced in a good year. I take then 3,00,000 of maunds of saltpetre as the annual produce of Tirhoot. From information very obligingly supplied to me by some refiners, I have ascertained that the average quantity of salt educed in their godowns during the two past years from kulnee has been 20 seers in every 100 maunds of 'Abeer' saltpetre refined by them; and of salt educed from kootia, 9 maunds in every 100 maunds of that saltpetre; and comparing this information with my former report I believe it to be fairly correct. The proportion of kulnee to kootia is, as I then stated, about four-fifths of the whole 3,00,000, and the 2,40,000 maunds of 'kulnee' yield, therefore, 1,200 maunds of salt. The remaining 60,000 maunds of kootia yield 5,400 maunds. As an average calculation I think this may be relied on, but it is of course subject to correction in relation to those parts of Tirhoot where the soil is largely impregnated with salt. The lowest estimated yield of puckwa salt in Tirhoot is therefore 6,800 maunds."

QUESTION.

V. What proportion of dutiable salt may be expected from this?

ANSWERS.

V. *Behar*.—The Collector of Behar states that the whole amount produced, viz., 2,345, would be dutiable.

V. *Chumparan*.—The Collector of Chumparan states thus :—As puckwa salt is not used here no answer can be given. The Collector of Sarun may perhaps know.

V. *Patna*.—The Collector of Patna states that there is no data to go on. Impossible to answer this question.

V. *Sarun*.—The Collector of Sarun states that 12,300 matunds of salt, or one-fourth of the quantity of puckwa salt produced, is lost in the refining process.

V. *Shahabad*.—The Collector of Shahabad states that this question cannot be answered ; refining puckwa is both unknown and discredited in this district.

V. *Tirhoot*.—The Collector of Tirhoot states that the separation of the salt being a necessity to the refiner, he will naturally prefer to make a further profit of even ten annas per matund rather than throw it away. I do not therefore see any reason why the whole of the salt produced in refining should not be presented for duty, and I thus calculate the annual receipts under this head at Rupees 22,100. I formerly expressed a doubt whether the puckwa salt is wholesome, but the report of the Chemical Examiner on a parcel of it forwarded by me for his analysis makes it evident that, although rather bitter to the taste, there is nothing in its composition to render

	Grains.
In one hundred grains	
Bicarbonate	4 5
Silicious matter	5
Chloride of Calcium	5
Chloride of Magnesium	85
Chloride of Potassium	7 0
Chloride of Sodium	80
Sulphate of Soda	6 65

it unwholesome. Eighty parts out of a hundred consist of chloride of sodium or common salt, and the bitter taste is to the presence of less than seven parts of sulphate of soda. The marginal table shows the result of the analysis.

QUESTION.

VI. What establishments, sundry and mofussil, will be necessary to enforce the system of excise contemplated for introduction ?

ANSWERS.

VI. *Behar*.—The Collector of Behar states that the contemplated system of excise might perhaps conveniently be carried out by the assessors who have lately been recommended for the collections of the different taxes on tobacco, pan, &c.

VI. *Chumparan*.—The Collector of Chumparan states thus :—Pro-

bably one sundry tahsildar and four mofussil. I have no idea of the proper salaries attaching.

VI. *Patna*.—The Collector of Patna states that the establishment will depend whether the licensees are granted to the manufacturers of saltpetre or the Nooncals. The Nooncals are to be found throughout the district which is upwards of 1,500 miles in area. The establishment must be in proportion.

VI. *Sarun*.—The Collector of Sarun states that the district should be divided into two divisions, the head-quarters of each to be at Chuprah and Allygunge, Secwan, and the following establishment entertained :—Two darogahs at Rupees 50 each per mensem, ten peons at Rupees 3 per mensem ; total yearly cost Rupees 1,560.

VI. *Shahabad*.—The Collector of Shahabad states thus :—For taking out one rupee license on each manufacture no extra establishment is necessary.

VI. *Tirhoot*.—The Collector of Tirhoot states thus :—As I very strongly deprecate interference at present with the manufacture of crude saltpetre, I will not here enter into the details of any scheme for controlling the Nooncals sale of salt by them being prohibited, it will be the duty of all persons to report cases of illicit sale, and I would look to the reward to be paid to such informers and to the assistance of the refiner in guarding his own interest, for the check which is required over the Nooncals. The collection of the license fees from the refiners can be made by the income-tax assessors, and I would assign to their department the task of levying the duty on salt educed in the refiner's manufactory. Under the rules issued for the North-western Provinces, as published in the *Government Gazette* of the 4th December 1861, I notice that an officer called mooshriff is stationed at each refinery by whom the accounts of salt educed and stored in the first instance, and the accounts of sale after clearance by a customs officer, are kept up daily and reported to the district customs office. But this mooshriff is only one of a large body of men composing a district customs establishment, which I believe has been organised not only with regard to the saltpetre trade, but to many other articles of produce on which duty is levied by the Government of those provinces. In this division no such department exists, and its establishment now for the supervision of saltpetre manufacture alone would entail a cost utterly disproportionate to the revenue which could be raised. The appointment of a mooshriff to each Tirhoot re-

finery, without also providing a complete establishment, who, by juggling, &c., regular system of accounts, could exercise a real check over him, would be obviously quite useless, and I therefore recommend that the taxation of the salt deduced from saltpetre be enforced under some rules of the following character:—

1st.—Every refiner shall be bound to store in a godown set apart in his premises the salt daily deduced by him in his manufacture, and any salt found in any other part of the premises shall be liable to confiscation.

2nd.—Every refiner shall be bound under penalty to send once a week to the assessor, within whose circle his refinery lies, a statement showing the quantity of salt made daily by him.

3rd.—At uncertain intervals the assessor shall visit each refinery in his circle, and, after weighing out the salt in store and allowing for wastage, shall receive the duty leviable at the rate fixed for the time being. Provided that if the quantity stored do not agree with that noted in the weekly lists, the salt shall not be cleared without the order of the Collector.

4th.—No salt shall be removed from the godown before clearance by the assessor.

5th.—Any refiner removing salt before such clearance, or being found in possession of salt in any other part of the premises save the special godown, or possessing more than the quantity reported to the assessor, to be liable to a fine equal to five times the duty payable on the quantity of salt thus sold or found outside the godown or in excess of the reported quantity. A moiety of the fine to be paid to any informer who shall cause the detection of such offending refiner.

The above rules do not of course provide such a complete check as exists in the elaborate system of the North-western provinces, but I believe that they would be found practically sufficient to prevent any serious evasion of the tax by the refiners. These will surely soon comprehend how far wiser it will be to pay the duty and submit to the simple rules above proposed rather than disregard them and run the risk of detection through the informer, who will not hold his tongue on a less bribe than the sum which he would gain by informing, equal to two and a half times the duty.

QUESTION.

VII. What will be the amount proceeds of licenses as above?

ANSWERS.

VII. *Behar*.—The Collector of Behar states that it may be estimated at 2,000 Rupees, there being about 1,000 villages in which saltpetre is manufactured and an average of two boilers in each village.

VII. *Chunparan*.—The Collector of Chunparan states thus:—Between two and three thousand rupees.

VII. *Patna*.—The Collector of Patna states thus:—I have no data to go on. The Noonahs of the district will be taxed under Act XVIII of 1861, and should be exempted from tax.

VII. *Saran*.—The Collector of Saran states that the number of crude saltpetre works in the district being estimated at ten thousand, the duty realized from licenses will be Rupees 10,000 per annum.

VII. *Shahabad*.—The Collector of Shahabad estimates at Rupees 310 per annum. I do not suppose the license fee will diminish the number of manufacturers at all.

VII. *Tirhoot*.—The Collector of Tirhoot states thus:—“If the Noonah be compelled to pay a license fee of one rupee, the amount realizable from this source will be in Tirhoot about Rupees 7,000, but I trust that the Government will at present allow the manufacture of crude saltpetre without license though under registration. I cannot but admit that the proposal contained in my second answer is not calculated to secure the complete protection of the Government salt from illegal competition, but I am so convinced that interference with the Noonah at present will act as a severe check on a most important trade that I cannot recommend either the demand of a fee from the crude saltpetre manufacturer, or the entire prohibition of the educing of salt by him. As, however, without these safeguards the duty-paid salt will to a certain extent be displaced in the market, I do advise that, as soon as a favorable change takes place in the prospect of the trade, both measures be resorted to and carried out to the fullest extent.”

QUESTION.

VIII. What that of licenses to refiners at 100 Rupees per annum?

ANSWERS.

VIII. *Behar*.—The Collector of Behar states that there are about thirty saltpetre refiners, but their dealings are reported to be very limited. A license of 100 per annum would appear excessive.

VIII. *Chumparan*.—The Collector of Chumparan states that in this district I estimate (if by 100 Rupees per annum be meant, as I suppose, the price of each license) Rupees four to five hundred.

VIII. *Patna*.—The Collector of Patna states that the license of Rupees 100 per annum to refiners would probably yield twenty-thousand rupees.

VIII. *Sarun*.—The Collector of Sarun states that the number of saltpetre manufactories being calculated at eight hundred, the amount of duty realized from the licenses proposed will be rupees eighty thousand in this District.

VIII. *Shahabad*.—The Collector of Shahabad states thus :—At first nothing. Hereafter, if the experiment is found to succeed, refiners may number one-twentieth of saltpetre manufacturers in the district. One-twentieth of 310 at 100 Rupees each, say Rupees 1,500.

VIII. *Tirhoot*.—The Collector of Tirhoot states thus :—“ From general enquiries and through the income tax returns I am enabled to give the number of refineries in Tirhoot as 500 ; and the literal answer to the eighth question would therefore be that Rupees 50,000 would be realized per annum from licenses to refineries. But under present circumstances this fee would fall very heavily on all but a few of the refiners in Tirhoot, and I do not recommend that in any instance it should exceed Rupees 25. Dividing the refiners into a first and second class of 200 Rupees and 300 Rupees respectively, and levying from the first a fee of Rupees 25, and from the second a fee of Rupees 10, the proceeds from this source would amount to a total sum of Rupees 8,000, and, in considering the whole subject now under report, a larger sum should not be calculated on.”

QUESTION.

IX. What proportion of the consumption of any village or pergunnah or district with which you are acquainted consists of puckwa and what of duty-paid salt ?

ANSWERS.

IX. *Behar*.—The Collector of Behar states that Mr. Worsley, the Deputy Collector of Nowada sub-division, reports that the amount of consumption of puckwa salt in his division is three maunds to every hundred maunds of duty-paid salt.

IX. *Chumparan*.—The Collector of Chumparan states that as puckwa salt is not used here no answer can be given. The Collector of Sarun may perhaps know.

IX. *Patna*.—The Collector of Patna states that I have no data to answer this question.

IX. *Sarun*.—The Collector of Sarun states thus :—In Monzal Muckloongunge, Pergunnah Cherand, the quantity of pungah salt consumed in the year is eighty-four maunds ten seers, and that of puckwa salt two maunds ten seers, and the consumption in other localities is in a similar proportion.

IX. *Shahabad*.—The Collector of Shahabad says that I can only give a guess at this, but I should say that not 1 per cent. of the salt consumed is puckwa.

IX. *Tirhoot*.—The Collector of Tirhoot states that “ the quantity of puckwa consumed in a village in one part of Tirhoot is no guide to the consumption in another part. The refiner's salt is generally bought up by the bunnials and retailed by them either unmixed or mixed with pungah salt, and it is not easy to trace it in retail. However, it may be safely assumed that more than 7,000 maunds of salt does not come annually from the refineries, and that this is consumed by 70,000 people in one year. The salt educed by the Noonahs is consumed by that class and other of the lowest classes in the neighbourhood of the crude manufactories. But where saltpetre is not made by Noonahs, the poorer classes find no puckwa to eat. For instance, in a village within six miles of Mozufferpore, thirty-five families out of 150 eat the salt produced by Noonahs, that is, rather more than one-fifth of the residents, but in many parts of the eastern side of Tirhoot no puckwa at all is consumed. Taking the Noonahs themselves with families to number 35,000, and the poorer classes in their neighbourhood who eat the impure salt of the Noonahs at the same number, we have altogether 1,40,000 out of 17,50,000 who eat puckwa salt, and the remaining eleven-twelfths, or 16,10,000, consume duty-paid salt.”

PATNA,	}	G. F. COCKBURN,
The 8th April 1862.		Officiating Commissioner of Patna.
		(True copy)
		J. H. CASHMAN,
		Offg. Register, Bengal Secretariat.

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BENGAL CHAMBER OF COMMERCE,
Calcutta, 25th September 1862.

THE HON'BLE A. EDEN,
Offg. Secy. to the Government of Bengal.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of Mr. Under-Secretary Bell's letter No. 853 of 23rd June, and to state in reply that since the date of the Chamber's reference alluded to an export demand for puekwa salt has sprung up at a higher price than could be obtained for it if freed from bitter salts and other impurities and sold as edible salt. Consequently the privilege of refining such salt and selling it for consumption on payment of the full excise duty is no longer desired by the Calcutta refiners.

With reference to the letter No. 542 of 16th May 1862 from the Board of Revenue to the Government of Bengal, and to the reports annexed thereto from the collectors of the Behar Division the Committee, I am directed to add, fully concur in the opinion of the Board as to the inexpediency of interference with the production of edible salt by the Noonahs for their own consumption.

Mr. Lane's report contains strong evidence that such interference causes many of them to abandon the production of saltpetre by which the Government loses far more in reduced export duty than it would gain if every ounce of salt so consumed paid the full excise duty; and this report is fully confirmed by the personal experience of Mr. Fergusson, the Commissioner of Behar, now a member of the Board of Revenue, when on circuit in the district last cold season.

I have, &c.,

H. W. I. WOOD,
Secretary.

APPENDIX M. (1.)

PROPOSED CONSTRUCTION OF A SEPARATE LINE
OF TELEGRAPH BETWEEN CALCUTTA
AND BOMBAY.

MR. ADLEY'S PROJECT.

68, HARCOURT STREET,
Dublin, 8th April 1862.

H. W. I. WOOD, Esq.,

*Secretary, Chamber of Commerce,
Calcutta.*

SIR,—I have the honor to forward you on the other side a copy of a letter addressed by me to the Under-Secretary of State for India on the subject of telegraphic communication between Calcutta and Bombay, which, it would appear, the Government of India in a letter to your Chamber, dated 16th January 1862, are prepared to intrust to a private company.

The object of this letter is to inform your Chamber that I am taking steps to carry out their views, and I will write to you further on receiving a reply from the Home Government.

I have the honor to be,

Sir,

Your most obedient and humble servant,

CHARLES C. ADLEY.
R

CXXX

Copy.

9, CAMDEN HILL VILLAS, UPPER NORWOOD, S.,

1st April 1862.

To

THE UNDER-SECRETARY OF STATE FOR INDIA.

SIR,—I have the honor to address you on the subject of telegraphic communication between Calcutta and Bombay, which the Government of India in a letter to the Secretary of the Chamber of Commerce, Calcutta, dated January 15th 1862, have stated that they are prepared to intrust to a private company.

The object of this communication is to inform the Secretary of State for India in Council that having been for several years in charge of the Telegraph Department of the East Indian Railway, I am now engaged in taking measures for carrying out the objects referred to in the above letter.

There is one objection which I fear in the existing state of the arrangement will probably be fatal to the project of raising any capital for the purpose, which is, that it is not made to appear that the intention of the Government would be, as I assume, to retain their own line exclusively for their own special messages. Of course, if it were to be used in competition with the proposed private line, no shareholders would be prepared to raise capital for an undertaking as to which they could form no estimate of its return.

If the intention of the Government on this point is made clear, I shall have no difficulty in forming a company with adequate capital to carry out the undertaking, and I shall be glad to receive an early reply to enable me to complete the necessary arrangements.

I have the honor to be,

Sir,

Your most obedient and humble servant,

CHARLES C. ADLEY,

Telegraphic Engineer to the East Indian Railway Company.

CXXXI

3, STOREY'S GATE, ST. JAMES' PARK,

London, 10th June 1862.

H. W. I. WOOD, Esq.,

Secy. of the Chamber of Commerce, Calcutta.

Calcutta and Bombay Telegraph.

SIR,—In continuation of my former letter to you on this subject I beg now to forward a copy of a letter sent out by this mail to the Secretary to the Government of India in the Home Department.

You will observe from my communication that without stringent and exclusive conditions it will be impossible to raise capital in England for the telegraph between Calcutta and Bombay, which the Government of India propose to hand over to a private company. In fact, no capital would be subscribed unless the Government granted a monopoly, and this I do not think they will do, especially after all that has been said and done against a monopoly in telegraphs.

You will further observe that I have proposed to the Government another more feasible scheme for establishing between Calcutta and Bombay the much desired object of a telegraph worked by private enterprise. That scheme is to allow the East Indian Railway and the Great Indian Peninsular Railway to concert measures to erect a separate commercial wire or wires upon their posts for the transmission of commercial business.

This plan, if carried out, would attain the end sought after, and while being beneficial to the public will also be of great benefit to the railways in a pecuniary point of view, besides further indirectly benefiting the Government in more ways than one.

If the Chamber of Commerce approve of this scheme I shall be glad if they would take such steps as they may consider prudent to promote it and secure for the community a second telegraph to Bombay worked by private enterprise.

I have the honor to be,

Sir,

Your most obedient and humble servant,

CHARLES C. ADLEY.

3, STOREY'S GATE, ST. JAMES' PARK,

London, 10th June 1862.

FROM

CHARLES C. ADLEY, Esq., C. E.,

Superintendent, Telegraphs, East Indian Railway.

TO

THE SECRETARY TO THE
GOVERNMENT OF INDIA,

Home Department, Calcutta.

SIR,—I have the honor to address you on the subject of telegraphic communication between Calcutta and Bombay.

At the latter end of March last I was informed that the following resolution was passed by the Supreme Government of India in a letter from the Secretary to the Government to the Secretary to the Bengal Chamber of Commerce, dated 15th January 1862.—

"It has for some time been in contemplation to put up a second wire on the line between Calcutta and Bombay, but the Governor-General in Council is quite prepared to sanction the construction of an independent telegraph on that line (which of all others presents the most likely prospect of a remunerative business) by a private company, if any persons are willing to undertake it. Six months, it is presumed, is sufficient time to allow for the formation of such a company, and, if within that time measures are seriously taken for effecting the object in view by private enterprise, the Government will abstain from putting up a second wire, and will promise not to compete with any private line in that direction by reducing below the present rates or below the rates adopted by the company if they should be lower than the present rates, the charge made on messages between Calcutta and Bombay, or between any two places at which offices connected with the private line may be established."

Upon receiving information of this resolution I made preliminary arrangements for the formation of a private Telegraph Company to be carried out in accordance with the views expressed by the Govern-

ment of India. I found at the same time that it was the unanimous opinion among capitalists and members of the Stock Exchange in London with whom I conversed on the subject, that in order to raise money for such an undertaking to be carried out at so great a distance from England, and without any Government guarantee, it would be necessary to have it clearly understood that the Government of India would not compete with the proposed Telegraph Company in any way whatsoever, but retain their own lines exclusively for Government purposes.

A letter was therefore addressed by me to the Under-Secretary of State for India to have this point distinctly set forth, and on the 8th April the Under-Secretary of State replied that in the letter from the Government of India it was very distinctly shewn that it was the intention of the Government to continue to the public the privilege of sending private messages by the Government line at rates not less than those charged by the proprietors of the proposed private line. Copies of these letters are appended for your information marked A and B.

Since the receipt of this reply I have prosecuted arrangements for the formation of an independent private company, and I find that it continues to be the prevailing opinion among business men in the city of London that no capital could be raised for so distant an undertaking without the indispensable condition of the Government withdrawing their line even from all semblance of competition, and reserving it exclusively for their own purposes. On such a condition alone could shareholders be found to embark in the enterprise. If therefore the Government of India would be disposed to accede to this condition I am prepared to form a company with Mr J. C. Marshman as Chairman, and Sir Macdonald Stephenson as Deputy Chairman.

I enclose for your information a copy of a letter to me from Mr. Marshman, marked C.

In order to admit of the undertaking being successfully carried out it would be necessary to the following propositions to form the basis of the terms of agreement between the Government and the proposed Telegraph Company.

1. That the Government of India grant to the proposed Telegraph Company the exclusive privilege of erecting a private telegraph between Calcutta and Bombay, and that during the existence of such a company and their affording full satisfaction, no other company

or companies shall be allowed to convey any private messages between the above places of any kind whatsoever.

2. That the Government will not compete with the proposed company in any way whatsoever, but will reserve their own line exclusively for Government purposes.

3. That the Government shall have the power of revoking all exclusive privileges granted to the company if their works are not completed within a fair and reasonable time to be hereafter fixed upon, or if after completion of the line the telegraph is allowed to fall out of repair or is otherwise so mismanaged as to be of little service privately or commercially.

4. That the Government of India shall have the power of taking possession of all offices of the company at any time when political or other disturbances and dangers threaten the empire, remunerating the company for any losses they may have fairly sustained during such period as the Government had possession.

Such I find are the terms on which alone capital could be raised in England for a private Telegraph Company for India, working independently and without any Government guarantee. It remains therefore for the Government to say whether they will accede to such terms or not.

In the event of the Government of India not being disposed to concede the foregoing terms to a private company, there is yet another and perhaps more feasible course open by means of which the views entertained by the Government can be accomplished. That course is to grant to the East Indian Railway and the Great Indian Peninsular Railway permission to concert measures for erecting one or more commercial wires upon their standards, and carrying out such other incidental works as are necessary to accommodate the daily increasing wants of the public. The granting of such permission to the above-named railways will be accompanied with several advantages.

1st. It will meet the views of the Government by establishing between Calcutta and Bombay a separate telegraph worked by private enterprise.

2nd. It would throw upon the railway lines all that business which it was proposed to allow a private company to participate in.

3rd. It would confer benefits alike on the public, the Government, and the railways : on the public, because it would meet their crying

demands for increased accommodation ; on the Government, because it will grant them in case of political or other emergencies a separate and independent through means of communication with Bombay, passing in a great measure over a totally different tract of country ; and mutually on the Government and the railways, because all profits will go towards reducing the annual sum of guaranteed interest on the capital expended on the railway telegraphs. Thus all profits that will accrue on the commercial wires will virtually but pass through the hands of the Railway Company to the Government to be credited in favor of the guaranteed interest account.

From the plan now proposed you will at once observe that I assume that the telegraphs provided by the railway companies are intended for the uses of the railway only, and that it will be found necessary to erect one or more extra wires on the railway posts exclusively for commercial purposes between Calcutta and Bombay. Whatever the capabilities of the railway telegraphs may be at present for conveying private messages I am confident that before very long, when any further great extensions of the railway system are opened out, their wires will be so taken up with their own business and the local private message traffic which the railway system of itself creates that the through commercial business between Calcutta and Bombay will be carried on in a most indifferent manner if indeed it is carried on at all.

To accommodate this through traffic alone one through wire ought at the very least to be provided.

You will also observe that by the proposed plan the Government of India will not be called upon to compromise itself or restrict its own line exclusively for its own purposes.

In the event of the Government of India acceding to this proposition there can be no question about the before mentioned railway companies combining to carry out a scheme so highly beneficial to their own interests. Nor need there be any great delay in its execution. Owing to the very forward state of the railway telegraphs both in the Bengal and Bombay presidencies the project could readily be carried out during the next cold season and be in full operation in April or May next.

To insure this however it will be necessary for me to receive an early reply to this communication, and in the event of the Government of India being disposed to approve of the scheme, I would most

respectfully suggest that the Government would allow all further arrangements to be concluded in London between the Secretary of State for India and the Directors of the Railway Companies, as by that means much time will be saved, and in order to be enabled to carry out the scheme during the coming cold season every day gained will be of the utmost importance.

I have the honor to remain,

Sir,

Your most obedient and humble servant,

CHARLES C. ADLEY.

(A)

1st April 1862.

THE UNDER-SECRETARY OF STATE FOR INDIA.

SIR,—I have the honor to address you on the subject of telegraphic communication between Calcutta and Bombay which the Government of India in a letter to the Secretary of the Chamber of Commerce, Calcutta, dated January 15th 1862, have stated that they are prepared to hand over to a private company.

The object of this communication is to inform the Secretary of State for India in Council that having been for several years in charge of the Telegraph Department of the East Indian Railway I am now engaged in taking measures for carrying out the objects referred to in the above letter.

There is one objection which I fear in the existing state of the arrangement will probably be fatal to the project of raising any capital for the purpose, which is that it is not made to appear that the intention of the Government would be, as I assume, to retain their own lines exclusively for their own special messages.

Of course, if it were to be used in competition with the proposed private line no shareholders would be prepared to raise capital for an undertaking as to which they could form no estimate of its returns.

If the intention of the Government on this point is made clear I shall have no difficulty in forming a company with adequate capital to carry

out the undertaking, and I shall be glad to receive a reply in order to enable me to complete the necessary arrangements.

I have the honor to be,

Sir,

Your obedient servant,

(Sd.) CHARLES C. ADLEY.

(B.)

INDIA OFFICE, S. W.,

8th April 1862.

SIR,—I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 1st instant regarding proposed arrangements for establishing the second line of telegraph between Calcutta and Bombay, the construction of which the Government of India have in a recent letter to the Chamber of Commerce signified their willingness to intrust to a private company.

You desire that it should be made clear that it is the intention of Government "to retain their own line exclusively for their own special messages," but I am directed to point out that the letter to the Chamber of Commerce not only expresses no such intention, but very distinctly shews that it is intended to continue to the public, notwithstanding the establishment of a private line, the privilege of sending private messages by the Government line, at rates not less than those charged by the proprietors of the private line.

I am,

Sir,

Your obedient servant,

(Sd.) J. G. BARING.

C. C. ADLEY, Esq.

(C.)

7, KENSINGTON PALACE GARDENS,

June 6th, 1862.

DEAR SIR,—I have carefully examined the papers you have sent

me regarding the establishment of a commercial line of telegraphic communication between Calcutta and Bombay. I am sorry I cannot at the present time pledge myself to undertake hereafter the organization of a company for working it; but if the Government of India should undertake to stipulate in their concession that the Government and the railway telegraphs shall be distinctly restricted to Government and railway messages, that is so long as the company, which it is proposed to form, shall continue to work the line with satisfaction and without interruption, I will, if I am in the country, do all in my power to assist your views, and in the possible event of my absence or inability from press of other engagements I am assured that Sir Macdonald Stephenson, to whom I have mentioned the subject, will do whatever is necessary to carry out the views of Government. But the restriction of the existing telegraphs to the messages of Government and of the rail is an indispensable condition of success as no capitalist will otherwise look at it for a moment.

You may therefore rely on either one or the other of us, perhaps on both, in this matter.

Yours truly,

(Sd.) JOHN C. MARSEMAN.

C. C. ADLEY, Esq.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 22nd August 1862.

C. C. ADLEY, Esq.,

3, Storey's Gate, St. James' Park, London.

SIR,—Your letters of the 8th April and 10th June, relative to the construction of a separate line of telegraph between Calcutta and Bombay, came duly to hand and have been submitted to the Committee of the Chamber of Commerce, by whom I am directed to state that they have well considered the subject which you have been good enough to bring to their notice, and it will be a matter of satisfaction to them to see the means of telegraphic communication between the two presidencies (and generally throughout the country) so increased as to meet the increasing demand for that materially essential accommodation.

The Committee having been furnished by the Government of India with a copy of their reply to your reference learn that the Governor-General in Council is unable to accede to the points chiefly urged by you, and they apprehend that though the concessions made therein are not so liberal as asked for they are as large as the Government are likely to make.

I have, &c.,

H. W. I. WOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 6th August 1862.

E. C. BAYLEY, Esq.,

Secy. to the Govt. of India, Home Department.

SIR,—The Committee of the Chamber of Commerce having been informed by Mr. C. Adley, Superintendent of the Telegraph Department of the E. I. Railway, now in England, that he has addressed the Government of India on the subject of forming a company at home for the construction of an independent telegraph on the line between Calcutta and Bombay, which the Government in their letter of 15th January last to the Chamber said they were prepared to sanction, I am desired to request you will do the Committee the favor of stating what orders have been passed by His Excellency the Viceroy on Mr. Adley's propositions, and of furnishing them with a copy of the reply which has been sent to Mr. Adley to enable them to consider what degree of encouragement the proposed scheme can receive from the Chamber of Commerce.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

No. 4000.

FROM

A. M. MONTEATH, Esq.,

Under-Secy. to the Govt. of India,

TO

H. W. I. WOOD, Esq.,

Secy. to the Bengal Chamber of Commerce.

Dated Fort William, the 9th August 1862.

Home Dept.

SIR,—I am directed to acknowledge the receipt of your letter dated the 6th instant, and in reply to forward for the information of the Chamber of Commerce a copy of the letter* addressed to Mr. Adley in respect of his proposition relative to the formation of a company for the establishment of an independent telegraph on the line between Calcutta and Bombay.

I have the honor to be,

Sir,

Your most obedient servant,

A. M. MONTEATH,

Under-Secy. to the Govt. of India.

No. 4004.

FROM

E. C. BAYLEY, Esq.,

Secy. to the Government of India,

TO

C. C. ADLEY, Esq.,

3, Storey's Gate, St. James' Park, London.

Dated Fort William, the 6th August 1862.

Home Dept.

Elec. Tel.

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

the 10th of June, on the subject of the establishment by private enterprise of a line of telegraph between Calcutta and Bombay.

2. In the 6th paragraph of your letter you specify certain conditions as being necessary to form the basis of the terms of any agreement that may be entered into between the Government and the proposed telegraph company.

3. The first and second of these proposals (quoted in the margin)

"That the Government of India grant to the proposed telegraph company the exclusive privilege of erecting a private telegraph between Calcutta and Bombay, and that during the existence of such a company, and their affording full satisfaction, no other company or companies shall be allowed to convey any private messages between the above places of any kind whatsoever."

2. "That the Government shall not compete with the proposed company in any way whatsoever, but will reserve their own line exclusively for Government purposes."

the Governor General in Council is unable to accede to.

The Government charges, it has been already announced, will not be reduced below their present

rates, or below any lower rate which a private telegraph company on the same line may hereafter adopt; and on this point no further concession can, the Governor-General in Council conceives, be fairly asked by any private company, nor would it be consistent with regard to what is justly due to the public interests to grant it.

4. With regard to the alternative course suggested in your letter, that permission should be given to the railway companies to accommodate the daily increasing wants of the public, I am desired to state that the Government has determined to withdraw generally the restriction at present placed on railway companies as to the conveyance of private messages from and to places between which there may be a Government telegraph; and the railway companies will, therefore, be free in future to receive and forward such messages, irrespective of the existence of Government lines of telegraph. This concession will be at once notified in this country.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) E. C. BAYLEY,

Secy. to the Govt. of India.

APPENDIX M. (2.)

CONSTRUCTION BY GOVERNMENT OF A SECOND LINE OF TELEGRAPH TO BOMBAY.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 14th August 1862.

E. C. BAYLEY, Esq.,

Secy. to the Govt. of India, Home Department.

SIR,—It would greatly facilitate inquiries which are being made relative to the formation of a company for constructing an electric telegraph between Calcutta and Bombay if information could be obtained upon some points of the scheme which the promoters are desirous of receiving, and as this information can, it is believed, be at once given by the Director General of the Government Telegraph, I have been requested to submit this application for the following returns :—

1. Annual cost of telegraph establishment.
2. Gross amount of receipts from private messages.
3. Ditto Government ditto.
4. No. of miles.
 " posts.
 " wires.
5. " stations.
6. Estimated cost of block.

Trusting it is in your power to permit Colonel Douglas to give these details.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

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No. 4424.

FROM

E. C. BAYLEY, Esq.,

Secy. to the Government of India,

TO

H. W. I. WOOD, Esq.,

Secretary to the Bengal Chamber of Commerce.

Dated Fort William, the 21st August 1862.

Home Dept.

SIR,—I am directed to acknowledge the receipt of your letter dated the 14th instant, and in compliance with the request therein contained to furnish the following information on the points indicated by the Chamber in connection with the working of the Government Telegraphs in India :—

	Rupees.	(I.) Annual cost of telegraph establishment	Rs. 13,82,176*
* Director General Auditor and establishment...	51,408	(II.) Gross amount of receipts from private messages	5,48,583
Working charges	12,80,768	(III.) Gross amount of receipts from Government messages	1,25,841
	13,82,176		

2. The information on the 1st point has been obtained from the budget estimate of the Telegraph Department for 1861-62, and that on the 2nd and 3rd points from the return of collections for the year 1861-62 rendered by the Director General of Telegraphs in India.

3. The information desired by the Chamber on the remaining three points noticed in your letter is not immediately available in this office, but will be furnished as soon as it is procured from the office of the Director General.

I have the honor to be,

Sir,

Your most obedient servant,

E. C. BAYLEY,

Secy. to the Govt. of India.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 30th August 1862.

E. C. BAYLEY, Esq.,
Secretary to the Government of India,
Home Department.

SIR,—The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 4424 of the 21st instant, and to thank you for the information therein furnished.

They observe however, that the annual cost of establishment and gross receipts on account of private messages and Government telegrams are given as for the Telegraph Department throughout India; but the information they more particularly need is in respect *exclusively of the line between this and Bombay*, upon which alone the construction of a separate telegraph is contemplated, and to which my letter of the 14th instant had special reference.

The Committee, I am desired to add, will be very grateful for information upon this section of the Government telegraph in the form already submitted.

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

FROM
E. C. BAYLEY, Esq.,
Secretary to the Government of India,

TO
H. W. I. WOOD, Esq.,
Secretary to the Bengal Chamber of Commerce.
Dated Fort William, the 3rd September 1862.

Home Department.
Elec. Telegraph.

SIR,—With reference to your letter dated 30th ultimo, I am directed to inform you that the Director General of Telegraphs in India

has been called upon in supersession of previous orders to furnish information on all the six points indicated in your first communication of the 14th idem in connection with the working of the Government telegraph line from Calcutta to Bombay, and that as soon as the information is obtained it will be furnished to you.

I have the honor to be,

Sir,

Your most obedient servant,

E. C. BAYLEY,
Secretary to the Government of India.

No. 5033.

FROM
E. C. BAYLEY, Esquire,
Secretary to the Government of India,

TO
H. W. I. WOOD, Esquire,
Secretary to the Bengal Chamber of Commerce.
Dated Fort William, the 17th September 1862.

Home Dept.
Elec. Tel.

SIR,—With reference to the correspondence noted in the margin, I am directed to forward to you the accompanying copy of a letter from the Director General of Telegraphs in India, dated the 3rd instant, No. 1152, and to state that unless the Chamber can assure the Government that there really is fair reason to expect the formation of a company which will be in a position to carry out the construction of a private line of telegraph between Calcutta and Bombay during the ensuing fair season, giving security for the completion of the line within that time, the Governor-General in Council

considers that the general interests of the public make it essential that no further time should be lost in putting up a second Government wire.

I have the honor to be,

Sir,

Your most obedient servant,

E. C. BAYLEY,

Secretary to the Government of India.

No. 1132.

FROM

LIEUT. COLONEL C. DOUGLAS,

Director General of Telegraphs in India.

TO

E. C. BAYLEY, Esq.,

Secy. to the Govt. of India.

Dated Calcutta, 3rd September 1862.

SIR,—In my No. 1526 of the 12th September 1861, I suggested to the Government the desirability of a second wire on the line from Allahabad to Bombay for the efficient transaction of the business of the stations between Calcutta and Bombay.

In that letter I endeavoured to shew the necessity of the measure recommended; I need not therefore enter into any recapitulation.

In the 6th para. of my letter I stated that any improvement on the then depressed state of trade would render the present single wire unequal to the work it would be required to perform. That anticipation has been realized. The recent rise in the price of cotton increased the number of private messages during the month of July last 56.41 per cent. over those of the preceding year. This increase of business has choked the N. W. line to such an extent that continuous working day and night has failed to clear the messages that accumulated in the offices, and I was obliged to direct the transmission of messages hence to Bombay by the East Coast Line through Madras

and Bellary, and even with this relief the N. W. line is still unable satisfactorily to perform the work of it.

In Home Office No. 360 of the 15th Jan. last to the Secretary to the Chamber of Commerce, the following passage occurs:—

"It has been for sometime in contemplation to put up a second wire in the line between Calcutta and Bombay, but the Governor-General in Council is quite prepared to sanction the construction of an independent Telegraph on that line (which of all others presents the most likely prospect of a remunerative business) by a private company, if any persons are willing to undertake it. Six months, it is presumed, is sufficient time to allow for the formation of such a company, and if within that time measures are seriously taken for effecting the object in view by private enterprise the Government will abstain from putting up a second wire."

With reference to the above I have refrained from pressing the necessity of the second wire. The six months however allowed by Government for the formation of such a private company having expired on the 15th of July last, and there apparently being no prospect of such a company being formed, I think it desirable to again bring the question of the second line to Bombay before the Government.

I have, &c.,

(Sd.) C. DOUGLAS, *Lieut.-Col.,*

Director Genl. of Telegraphs in India.

P. S.—The pressure under ordinary circumstance is chiefly between Benares and Agra along which section the main line to Bombay has to serve the purpose of an omnibus line to the great delay of the through correspondence. Should reasons exist against a double line for the entire distance asked, these may not extend to the placing of a second wire on the present posts of the section in question.

(Sd.) C. D.

(True Copy)

A. M. MONTEATH,

Under-Secretary to the Government of India.

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BENGAL CHAMBER OF COMMERCE,

Calcutta, 24th September 1862.

E. C. BAYLEY, Esq.,

Secretary to the Government of India,

Home Department.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 5033 of the 17th instant, and to state in reply that owing to the short interval between receipt of that communication and the commencement of the working season, the Committee are not in a position to assure the Government that a private company can be formed which will undertake to carry out the line during the ensuing fair season, and give security for its completion during that time.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

No. 5306.

FROM

E. C. BAYLEY, Esq.,

Secretary to the Government of India.

TO

H. W. I. WOOD, Esq.,

Secretary to the Bengal Chamber of Commerce.

Dated Fort William, the 30th Sept. 1862.

Home Dept.
Elec. Tel.

SIR,—With reference to your letter dated the 24th instant, I am directed to transmit to you, for the information of the Chamber,

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the accompanying copy of a letter this-day addressed to the Director General of Telegraphs in India, authorizing the construction of a second telegraph wire between Allahabad, or Benares, and Bombay.

I have the honor to be,

Sir,

Your most obedient servant,

E. C. BAYLEY,

Secretary to the Govt. of India.

(Corr.)

No. 5307.

FROM

E. C. BAYLEY, Esq.,

Secretary to the Government of India.

TO

LIEUT.-COL. C. DOUGLAS,

Director General of Telegraphs in India.

Dated Fort William, the 30th Sept. 1862.

Home Dept.
Elec. Tel.

SIR,—I am directed to acknowledge the receipt of your letter dated To Secy. Bengal Chamber of Commerce, the 3rd instant No. 1152, dated 17th Sept. 1862, No. 5033, and in reply to transmit to From ditto ditto 24th " you the accompanying copy of a correspondence on the subject with the Bengal Chamber of Commerce, and to state that the Governor-General in Council now authorizes your taking steps for the construction of a second telegraph wire between Allahabad and Bombay, or between Benares and Bombay, whichever seems preferable.

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2. With reference to what is stated in the postscript of your letter, the Governor-General in Council hopes that you will be enabled to ensure the completion of a second wire at least as far as Agra before the commencement of the monsoon of 1863.

3. It is presumed that provision has been made in the budget estimate for so much of this work as will require disbursement of funds during the current year 1862-63.

I have the honor to be, &c.,

(Sd.) E. C. BAYLEY,

Secretary to the Government of India.

(A true Copy)

E. C. BAYLEY,

Secretary to the Government of India.

APPENDIX N. (1.)

COTTON CULTIVATION.

BENGAL CHAMBER OF COMMERCE.

Calcutta, 11th August 1862.

COLONEL H. M. DURAND, C. B.,

Secretary to the Govt. of India, Foreign Department.

SIR,—The anxiety of the Government of India regarding the increased production of cotton in this country, and the means for facilitating its transmission from the districts where it is cultivated to ports and places whence it can be exported, has no doubt been largely shared by all the local governments and administrations to whom the Government Resolution of 28th February last was communicated: and probably to none of those authorities has this important subject recommended itself with stronger interest than to the present Chief Commissioner of British Burmah.

Colonel Phayre's earnest attention has long been given to the cultivation of cotton in the provinces under his administration, and with reference to his reported approaching departure from Rangoon on a mission to the court of Ava, it is respectfully submitted for the consideration of His Excellency the Viceroy that the opportunity should not be lost of urging upon the king's attention that if the production of cotton were wisely and liberally encouraged by His Majesty, the most advantageous results would surely flow both to his own people, engaged in its cultivation, and to the European merchants, whose enterprise would carry them into the cotton producing districts, and enable them to purchase the produce for cash, or obtain it in exchange for the manufactures of foreign countries.

The great end in view could not be more successfully urged than by the personal representations of the Chief Commissioner,

and the Committee of the Chamber of Commerce trust His Excellency the Governor General in Council will permit them to request that Colonel Phayre's attention may be directed to this as one of the most useful objects of his contemplated mission.

I have, &c.,

H. W. I. WOOD,

Secretary.

No. 796.

FROM

THE SECRETARY TO THE GOVERNMENT OF INDIA,

TO

THE SECRETARY TO THE BENGAL
CHAMBER OF COMMERCE.

Dated Fort William, 26th August 1862.

Foreign Dept.
Political.

SIR,—In reply to your letter of the 11th instant, suggesting that opportunity should be taken of Col. Phayre's intended visit to the court of Ava to urge upon the king the advantages to be derived from an increased cultivation of cotton in his dominions, I am directed to state, for the information of the Chamber of Commerce, that the Chief Commissioner of British Burmah, with a view to your communication being given his consideration, has been furnished with a copy of your letter.

I have the honor to be,

Sir,

Your most obedient servant,

H. M. DURAND,

Secretary to the Govt. of India.

APPENDIX N. (2.)

COTTON CULTIVATION.

No. 408

FROM

THE SECRETARY TO THE GOVERNMENT OF INDIA,

TO

THE SECRETARY TO THE BENGAL
CHAMBER OF COMMERCE,

Dated Fort William, the 5th September 1862.

Foreign Dept.
Revenue.

SIR,—I am directed by the Governor General in Council to forward herewith for the information of the Chamber of Commerce, a copy of a letter from the Agent to the Governor General for Central India, No. 58, dated 18th ultimo, with a request that the Chamber will be good enough to oblige the Government with an expression of their opinion, how the wants, experienced by the native chiefs under the Central India Agency in their plans for the increased production of cotton, can best be satisfied.

I have the honor to be,

Sir,

Your most obedient servant,

H. M. DURAND,

Secretary to the Government of India.

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(Corv)

No. 58 of 1862.

Genl. No. 202.

FROM

MAJOR R. J. MEADE,
Agent, Governor General, for Central India,

TO

COLONEL H. M. DURAND, C. B.,
Secretary to the Government of India.

Dated Indore Residency, 18th August 1862.

Foreign Dept.
General.

SIR,—In continuation of my letter No. 1st of date 18th ultimo, I have the honor to report, for the information of His Excellency the Governor General in Council, that the chiefs as per margin* have

followed the example set by the Nawab of
* Raja of Seetamow. Jowra, and have abolished all duties on cotton within their respective territories.

2. I have addressed each of these chiefs in suitable terms, commending their adoption of this liberal measure.

3. I take the opportunity of mentioning that many of the chiefs under this Agency have begun to comprehend and appreciate the probable effects on, and advantages to, this country of the present cotton crisis in England, and that they have expressed a desire to increase the general cultivation of this staple to the utmost extent possible.

4. I have taken much pains on every suitable occasion, to explain to all concerned the chief causes which have hitherto prevented Indian cottons competing in price in the English market with that of America and other countries, which may be briefly stated as:—

1st. Inferior and careless cultivation, and the use of inferior seed.

2nd. Carelessness in gathering the crop, the bolls being allowed to fall on the ground and being collected therefrom, instead of being regularly plucked from the tree when ripe.

3rd. The injurious method commonly adopted of extracting the seeds and partially clearing the cotton from the dirt and foreign

clv

substances which get mixed with it while lying on the ground, by which the staple is seriously damaged, and to some extent unfitted for the purposes of the spinner and manufacturer.

5. A general desire has been expressed by all the chiefs to devote more attention and care to the cultivation of this article on the points adverted to above, so as to improve its quality so far as may be found possible,—and the Nawabs of Jowra, and Raoni in Bundelkund, have requested me to endeavour to procure for them a supply of American cotton seed, while many of the other chiefs would also be glad to get some.

6. I am not aware if any arrangements have been made by the Manchester or any other cotton association for supplying good seed, where such is thus applied for; but I think it is most important that the means should be available for promptly complying with such requests, and I trust it may be in your power to put me in the way of obtaining for the above purpose any quantity of good seed that may be required.

The sowing season has passed for this year, but it will be well to make belines such arrangements in this respect as are requisite to ensure the issue of full supplies of seed for next season to those applying therefor.

7. Next to good seed, simple and cheap cotton gins, or cleaning machines, and conveniently situated screw presses, for screwing and securing the bales for transit, are the things most urgently required to facilitate the despatch in good condition of carefully cultivated cotton.

8. Several descriptions of cleaning machines have been invented, and efforts have been made by various officers to bring them into general use; but none of them that I have seen are popular with the natives, and they have not as yet, to any useful extent, in these parts at least, superseded the common native gin, which has been employed for the purpose from time immemorial.

Extreme simplicity and lowness of price are essential to the general introduction of an improved cleaning machine, and it is quite hopeless to expect that the poor cultivators and cleaners of cotton will pay *twenty rupees* for such a machine, when that ordinarily used by them does not cost *one rupee*.

9. With respect to cotton presses, there is not, that I am aware of,

a single one within the limits of this agency; that formerly at Calpee has not, I am informed, been in use since the mutiny.

It seems to me to be impossible to over-estimate the injury that huge loose unscrewed bales of cotton must meet with, while in transit on bullocks for considerable distances over dusty roads, many miles of which perhaps run through thorny jungles which abstract a portion of its contents from each bale; but for this there can be no remedy, till local presses are established at the most generally convenient place in each cotton district; and, as such presses require a considerable outlay in the first instance, I see little present hope of their introduction by the native chiefs themselves.

Such a press is much required at Bhind, which is the chief emporium of the cotton grown in the north-eastern districts of Gwalior, and from which there is a large and increasing export of this staple to Calcutta via Etawah.

I have the honor to be, &c.,

(Sd.) R. J. MEADE,

Agent, Govr.-Genl., for Central India.

(True Copy)

J. W. S. WYLLIE,

Offg. Under-Secy. to Govt. of India.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 25th September 1862.

COLONEL H. M. DURAND, C. B.,

Secretary to the Government of India,

Foreign Department.

SIR,—I have submitted to the Committee of the Chamber of Commerce your letter No. 498 of the 5th instant together with copy of the communication from the Agent to the Governor-General for Central India, No. 58 of the 18th ultimo.

The Committee desire me to express the satisfaction with which they have received the announcement that the Raja of Sotanow and the Raja of Sillima have abolished all duties on cotton within their

respective territories, and they trust that this wise and liberal policy will be speedily adopted by other chiefs in Central India.

It is also gratifying to learn that the rajas and native gentlemen are arriving at a right appreciation of the importance of a largely extended cultivation of that staple, and that they are beginning to estimate correctly the great advantages which will result to this country from its increased production.

In considering the communication from Major Meade to your address the Committee beg leave to convey the opinion that his suggestions on the general question are exceedingly judicious, and their hope that his continued exertions in the promotion of cotton cultivation in the districts under his Agency will result in the material extension and development of a most important branch of the agricultural industry of British India.

His Excellency the Governor-General in Council having been pleased to seek the opinion of the Chamber as to the best means of satisfying the wants experienced by the native chiefs in their plans for the increased production of cotton, the Committee respectfully submit the following remarks for His Lordship's consideration.

Among the measures which the Government can reasonably be recommended to in direct aid of the great object in view the following appear the most practicable and the most likely to be immediately beneficial.

It is suggested, firstly, that Government should procure an ample supply of the best and freshest exotic cotton seed, to be imported into Calcutta, Madras, and Bombay by March or April 1863, at the latest, thus arriving in time to be despatched to the interior for distribution, through Government Agency, at the commencement of next sowing season, in all parts of India where cotton may be cultivated.

The local Agents of the Manchester Cotton Supply Association are, it is believed, ready and most willing to undertake the charge of buying the seed wherever it may be procurable, either in America, Brazil, or Egypt, and having it packed and shipped to India, if the Government would reimburse the actual cost of seed and incidental expenses, no remuneration being required by the Association.

It is rather an agricultural than a commercial question which variety of seed should preferably be supplied; this, it is apprehended, depending in a great measure on the soil: but where the Ameri-

can variety succeeds Egyptian also, it is believed, succeeds, and has proved itself if anything rather the better adapted of the two to the climate of India: and the Government would therefore probably give more attention to the Egyptian than the American seed, as the former could be procured in any quantity and forwarded either direct by steamer from Suez, or from Liverpool by sailing vessel. The Consul General in Egypt, if addressed by the Government of India, would exert himself in seeing that the seed shipped from Egypt was of the best kind and in sound condition: these points are very essential, as if the seed should fail to germinate the natives would be discouraged from again sowing it.

American cotton seed might be obtained from the state of Tennessee and supplied thence through the north, and it is believed that the seed from this interior district might be better adapted to the climate of India than that produced nearer the coast.

If the Government of India resolves to carry out this suggestion no time should be lost, as although the Egyptian seed could be obtained within three or four months, it would require six months or more if the seed were ordered from the more distant countries of Brazil and the States of North America.

A ton (20 cwt.) of Egyptian seed would cost about £6 in Alexandria: the P. and O. Company's ordinary freight is high—viz. £20 per ton, but probably the Government might contract for the transport of any considerable quantity at a more moderate rate. Possibly the Company might bring the seed freight-free.

If the Government could ascertain the probable breadth of land prepared for cotton cultivation the quantity of seed which would be required could be easily estimated, as about 3lb. of good fresh seed will suffice to sow an English acre.

But, secondly, good seed alone will not produce good cotton, unless the tillage is very considerably improved and carefully attended to; and the Committee suggest that it would be useful if practical instructions on cotton planting were plainly translated into the native languages and distributed throughout the cotton growing districts. "Cotton Cultivation in its various details," by Gibbs of London, contains much practically useful information: so does "Mellcott's Cotton Handbook," recently published, and "Cotton," by Dr. J. W. Mallet. The Agricultural Society will shortly publish in their

journal a valuable and very practical essay on cotton planting in India by Dr. Shortt of Chingleput, and other papers by other contributors, bearing directly on the subject under consideration. The essential parts of these works and communications might be gathered together and translated, so as to form a manual for the native cotton planter, to whom it might be distributed gratuitously.

Thirdly, as regards gins the Committee are of opinion that unless the native farmer can afford to purchase those of European manufacture (*Dunlop's* and *Forbes'* are the best yet invented, and cost £3 to £5 each in England) he had better continue to use the common country churka, until European establishments are formed, which would employ the most improved machines, and to which the native might take his cotton, in the seed, to be cleaned, weighed, sold, and packed.

The services of the Cotton Supply Association would in this respect also be of use to Government, who might import a few gins and supply them at cost price to those willing to buy them.

In Major Maude's remarks regarding the loss and injury sustained in transporting loose bales of cotton and the necessity for local screwing presses, the Committee fully concur: the establishment of presses would unquestionably prove of the greatest utility, and they would be glad to see the Government import and erect packing presses at the places, specially referred to: such an undertaking would probably be more than self-supporting. It would of course be preferable if this were undertaken by private enterprise, but as immediate action is all important the Government might under the circumstances take the initiative.

Finally, the Committee represent the great importance of improving the means of communication with the cotton districts in Central India, by the construction of roads and bridges where necessary, and by keeping in repair those roads and bridges which already exist, but which have at many points fallen into such disrepair as to be almost useless. And scarcely second in importance to arterial and branch roads is that of the construction of canals available alike for navigation and for irrigation, which, the Committee believe, would not only be of inestimable advantage to the agriculture and commerce and general well being of the country, but would be eminently remunerative as commercial undertakings.

I have, &c.,

H. W. I. WOOD,

Secretary.

APPENDIX N. (3.)

COTTON CULTIVATION.

BENGAL CHAMBER OF COMMERCE,
Calcutta, 26th September 1862.

THE SECY. TO GOVT., N. W. PROVINCES,

AGRA.

SIR,—I am desired by the Committee of the Bengal Chamber of Commerce to represent that, at this moment when so much attention is drawn to the condition of cotton cultivation in India, it would be of considerable interest to have possession of trustworthy returns of the area of land under cotton cultivation this year, as compared with previous seasons; and the Committee direct me to request you will be so good as to submit to the Lieutenant-Governor their application for such information in cotton districts of the N. W. Provinces, and with which they trust His Honor will be able to comply.

I have the honor to be,

Sir,

Your most obedient servant,

H. W. I. WOOD,

Secretary.

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No. 2060A OF 1862.

FROM

J. D. SANDFORD, Esq., B. A.,
Under-Secretary to the Govt. of the N. W. Provinces,

TO

H. W. I. WOOD, Esq.,
Secretary to the Bengal Chamber of Commerce, Calcutta.
Dated Nynce Tal, the 9th of October 1862.

General Dept.,
N. W. P.

SIR,—In reply to your letter dated the 26th of last month, I am directed to forward to you, for the information of the Bengal Chamber of Commerce, the accompanying supplement to the *Official Gazette* of these provinces, containing papers relating to the production of cotton in the North-western provinces, which will shew the area of land under cotton cultivation last year, and to state that the Sudder Board of Revenue have already called for similar information for this year, which will be communicated without loss of time.

I have the honor to be,

Sir,

Your most obedient servant,

J. D. SANDFORD,

Under-Secy. to the Govt. of the N. W. Provinces.

Copy of Mr. Wood's letter, dated the 26th of September 1862, and of the above one sent to the Secretary to the Sudder Board of Revenue of the N. W. Provinces, for the Board's information.

OFFICIAL PAPERS.

The following papers relating to the production of cotton in the North-western Provinces, are published for general information :—

W

FROM

G. H. M. BATTEN, Esq.,

Secy., *Sudder Board of Revenue, N. W. P.,*

Allahabad.

TO

SIR GEORGE COUPER, BARONET AND C. B.,

Secy. to Government, N. W. Provinces.

Dated Allahabad, the 24th June 1862.

SIR,—In reply to the orders of Government in the General Department, dated the 30th of September last, No. 2578 A., I am directed by the Sudder Board of Revenue to state for the information of the Hon'ble the Lieutenant Governor, that the questions regarding the cotton crops in these provinces were circulated in November last, and the replies have reference to the crop then on the ground, that is, the crop sown in the end of June 1861 and gathered towards the close of that year.

2nd.—An abstract of the replies is enclosed. Three of the reports are forwarded in original^s as containing information of interest.

* From Collector of Allahabad.
From Collector of Banda.
From Deputy Commissioner of Jalaun.

3rd.—In regard to the average yield per acre, a great variety of statement will be observed; the estimate ranging from 6 maunds of uncleared cotton, as low as 2; and for cleaned cotton from 1 maund 35 seers, down to 30 seers, and even less. This is partly to be accounted for by the various yields of different soils, rendering it difficult to strike an average; and partly by the fact that cotton, especially in the south-eastern parts, is often sown along with another crop (as *Arhar, Til, &c.*) and therefore what is represented as the out-turn of an acre may be only part of the crop grown upon it. Perhaps the following estimates may be taken as near the truth, viz. uncleared cotton, from 4 to 6 maunds; cleaned cotton, from 1½ to 2 maunds.

4th.—In cleaning the cotton, two-thirds of the material in weight

is separated as seed, &c. The seed (*Bounda*) is used for feeding cattle, and fetches from 13 annas to 1 rupee per maund.

5th.—The market prices for cleaned cotton vary from 9 and 10 rupees per maund in the western districts, to 12 and 13 in the eastern. In the following table an average rate of Rs. 11 per maund has been assumed; and an average rate of produce ordinarily at 1½ maund of cleaned cotton per acre.

6th.—The districts of Dehra, Kumaon, and Gurhwal are omitted, the cultivation being confined to a few hundred acres for local consumption. The Benares division is also omitted; the crop as staple for export is unknown; it is only occasionally sown, (mixed generally with other crops,) for domestic use. The sole exception is in one tuppia of Mirzapore, (Oproudh, between the river Boylun and the Rewah Hills) where 3,000 acres grown with cotton are said to yield some 24 seers per acre. Cotton is not cultivated in Gorakhpore.

Division.	District.	Roughly est. under Cotton (Sq. Acres)	Yield of clean Cotton (maunds of 2½ lbs.)	Value at market rate.	REMARKS.
N.W.P.	Scharunpoor ...	28,750	38,750	2,93,250	A portion exported to the Punjab and a portion eastward. About three-fourths exported eastward. From one-half to three-fifths exported eastward. Two-thirds exported northward and eastward. The area is probably over-estimated. About 1,25,000 mds. are exported chiefly eastward.
	Muzaffargarh ...	17,000	22,500	2,80,500	
	Merrut ...	36,000	51,000	2,94,000	
	Boohardluhur ...	15,000	25,000	2,75,000	
	Allypore ...	1,65,000	2,00,000	22,00,000	
	Total ...	2,06,750	2,40,250	27,42,750	
Bengal.	Bijnore ...	23,000	31,500	3,78,500	One-half exported eastward. One-half exported to Kumaon and eastward. Three-fourths exported chiefly eastward. All consumed within the district, which imports a considerable amount for further consumption. Insufficient for its own consumption.
	Moradabad ...	27,500	42,000	4,62,000	
	Budson ...	25,000	75,500	9,62,500	
	Bareilly ...	30,000	60,000	3,00,000	
	Shahjehanpore ...	8,000	8,600	88,000	
	Total ...	1,11,000	2,12,600	24,43,000	

Division.	District.	Roughly estimated Area (Sq. Acres).	Estimated yield of Wheat Cotton (in lbs. per acre)	Value at local market rate.	REMARKS.
		Acre.	Mds.	Rs.	
AGRA.	Muttra ...	68,000	90,000	9,00,000	{ Collector estimates at only 50,000 mounds, of which about 5,000 are exported eastward.
	Agra ...	73,522	1,00,000	1,10,00,000	{ About three-fourths exported eastward.
	Elaah ...	26,000	39,000	4,29,000	{ About three-fourths sent eastward.
	Munroopore ...	19,000	28,500	3,15,500	{ A considerable portion exported eastward.
	Etawah ...	47,700	70,000	7,00,000	{ Three-fourths exported eastward.
	Farruckabad ...	10,000	15,000	1,65,000	{ About half is exported north and east.
	Total ...	2,42,826	3,12,500	37,77,500	
ALAHABAD.	Cawnpore ...	65,000	90,000	1,00,00,000	{ About three-fourths exported into Oude and eastward.
	Puthoore ...	24,000	30,000	3,00,000	{ Two-thirds exported eastward.
	Banda ...	89,000	60,000	8,80,000	{ Estimate of yield low, because hardly ever sown alone. About seven-eighths exported eastward.
	Allahabad ...	27,000	57,000	5,97,000	{ About three-fourths are exported to Calcutta, Jeonpoore, Goruckpoore, &c.
	Total ...	2,02,000	2,07,000	16,07,000	
JHANSIE.	Lullitpore ...	2,000	0	0	{ Grown for home consumption; yield estimated at only 10 seeds the acre, probably because mixed with other crops.
	Jhansie ...	28,000	28,000	3,08,000	{ There is so extensive a carriage of cotton grown in Independent States, through Jhansie, that Deputy Commissioner finds it difficult to estimate the proportion of his own crop which follows the same course.
	Jaloon ...	40,000	35,000	3,85,000	{ The Deputy Commissioner has not estimated the area. The settlement tables of Calpoore shew 14 per cent. of cultivated area under Cotton, and on this the present estimate is founded.
	Humeerpore ...	38,500	54,000	5,74,000	{ The Collector estimates the yield at only 21 seers per acre, probably because it is sown with other crops.
	Total ...	1,98,500	97,000	10,67,000	
	Grand Total ...	9,63,976	11,99,750	126,975,000	

7th.—The subjoined table shews the proportion which the area under cotton bears to the whole cultivated area, excepting the Jhansie division of which the cultivated area is not yet ascertainable with exactness.

DIVISION.	Cultivated area by last Survey.	Area under cotton in 1861-62.
	Acres.	Acres.
Meerut,	4,029,142	2,56,750
Rohilkund,	1,132,002	1,41,000
Agra,	3,474,823	2,43,826
Allahabad,	3,128,620	2,03,000
TOTAL, ...	14,764,587	8,44,576

Thus out of 14½ million of acres under crop, about 8,50,000 are cultivated with cotton, that is about 5½ per cent.

8th.—The estimated aggregate out-turn of clean cotton (including the Jhansia division) is 1,200,000 mannds, equal to 96,000,000 lbs. or 827,000 cwts. Of this probably one quarter is consumed in the districts in which it is grown, one quarter or somewhat less is exported to the north and east for local consumption, and one-half is carried eastward towards Calcutta; but what proportion is destined for eventual exportation by sea, there is no means of finding out. Besides this, there is a constant stream of carts passing through Bundelcund northwards to the Junna, with cotton from the independent states in Bundelcund, Gwalior, &c. The statistics of this trade could, if necessary, be checked at the ghats on the Junna.

9th.—A statement of the market rates for cotton at the chief marts in these provinces, from the beginning of 1859 to May 1862, compiled from the monthly prices current, is enclosed. It will be seen that the prices range higher in proportion as you go lower towards Calcutta. The universal tendency, likewise, is for the rate to rise till June, when, in the prospect of a good harvest, it suddenly falls, to rise again after the crop has been absorbed in the market.

10th.—It may also be gathered that the prices current are mainly ruled by the plentifulness or scarcity of the local harvest. The average rates in 1859 were beyond all comparison higher than they have been since, even with all the urgency of the European demand. Cotton fetched that year from 15 to 22 rupees a maund.

11th.—And herein lies the difficulty of persuading the people to extend their cotton sowings. Accustomed to great and constant fluctua-

tion in the market rates, they have learned by immemorial experience not to regard the rate which prevails at the time of sowing as any index of what it will be when the harvest is gathered in. The home demand exercises but a vague and inappreciable influence upon the crop. It has long ceased to be felt directly by the people. It is lost in the far larger influences arising from the local yield being good or bad.

12th.—There was a time when it was otherwise. The traditions of the Company's investment still linger among the inhabitants of Calpee and Humcepore. In the former district,*

* Mr. Muir's Settlement Report, paragraph 24; written in 1842. "the purchases of Government amounted at one period to 40 lakhs a year, and of private individuals, it is said, to 18 lakhs. Since 1830 the former have been discontinued, and the latter have dwindled down to an annual expenditure of barely seven lakhs."

13th.—What was thus done by the Hon'ble Company in its trading days, must now be done by the merchants of Lancashire; and a permanent supply to any extent will then be secured. So long as this is not done, the fluctuations of price in Europe, however high they may temporarily raise the market rate, will produce little effect upon the breadth of land brought under the cotton crop.

14th.—The effect of the dealings of the commercial residency in Bundelcund, are even now traceable there.* Agents deputed from Mirzapore still visit the district and make advances to the zemindars and cultivators at the time of sowing. In Banda,*

* See Major Tennant's Report. "the traders sometimes buy up the crop as it stands, and clean it. Elsewhere the cultivators ordinarily sell or barter their cotton to the village bunniah, who disposes of it in the nearest market; or they part with it to brokers, as in Allypore. The village price, by buying direct from the cultivator, is stated to be 6 or 8 annas a maund (from 1 shilling to 1 shilling and 6 pence per cwt.) lower than the local market price. The system of advances to cultivators, or the bespeaking of a crop, seems (excepting in Bundelcund) to be little known."

15th.—How different would have been the state of things from what we now find them, if agents from English houses had been

* There are some very pertinent remarks on this aspect of the case in an article on "cotton culture in India" in the *Edinburgh Review* for April last. "Now the cotton interests at large have had it in their power, as they still have it, to place themselves in concert with these classes of practical agriculturists to say what they meant, and to

obtain it at a fair market price dependent upon quality."

Suppose the case had been otherwise, suppose agencies to have been established in all cotton producing districts superintended by intelligent European agents, "and so on; page 497.

The advantages anticipated by the writer would certainly follow the adoption of the course he has indicated; and they can be secured by no other.

with the cultivators, or even with their brokers; and if thus a constant demand and steady price had been brought to bear upon the production of cotton. The influence of the European market which is now hardly, if at all, perceptible in regulating the sowings, would then have told in the most direct and powerful manner.

16th.—The example of Calpee must also be followed in the location of cotton screws at such agencies. Unless the bales are screwed on the spot, the carriage must continue to be slow and expensive. It is understood that unscrewed cotton cannot be transported at a profit by the railway. It is needless in this place to advert to the benefit that would accrue from the quality of the cotton, and its freedom from impurities being checked by an agent, on the spot.

17th.—Cotton in these parts is invariably sown towards the end of June, or beginning of July, on the first setting in of the rains. If the commencement of the rains be deferred, the sowings are postponed, and the crop suffers. If the delay be very great (as unfortunately does sometimes happen) the crop is lost. Any long suspension of rain between July and September, also seriously injures its growth. Such contingencies would of course have to be borne in mind by English speculators in the establishment of agencies. The crop is gathered from the latter part of October to the beginning of January. The early pickings are the best. The plant is invariably an annual; but (in reference to the question put by Government) it is stated that, when allowed to continue in the ground for a second year, it still bears at the same period.

18th.—It occurs to the Board that valuable information regarding the Company's cotton investments in Bundelcund might be obtained from the old records of the Hon'ble East India Company prior to 1830. The mode of procedure in effecting purchases, the extent to which advances were resorted to, and (a serious point) the degree in which famine or drought affected the investment of the year, might probably be copiously illustrated from those records.

I am, &c.,
(Sd.) G. H. M. BATTEN,
Secretary.

PRICES CURRENT OF COTTON FROM 1859 TO MAY 1862.
1859.

(The figures denote the price per mownd of 80lbs.)

Districts.	January.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Dec.
Saharunpore.	0 0 0 0 0	0 13 13	0 14 8	0 16 0	0 16 0	0 12 8	0 12 8	0 11 8	0 12 5	0 12 4	0 10 0	0 0
Meerut.	13 5 213 5	2 15 4	0 0 0	0 16 0	0 0 0	0 14 8	0 13 5	0 12 5	0 11 6	0 9 0	0 9 6	6
Allypore.	14 8 0 14 10	0 17 0	0 17 13	5 16 0	0 14 8	0 16 0	0 17 8	0 12 4	0 11 8	0 11 0	0 10 0	0
Moradabad.	15 5 413 5	4 13 5	4 16 0	0 16 0	0 16 0	0 13 5	4 10 10	8 12 5	0 11 7	0 10 11	0 9 11	0
Bareilly.	14 6 4 0 0	0 15 3	0 18 9	0 20 0	0 17 8	0 16 0	0 12 12	0 0 0	0 0 0	0 9 13	0 10 0	0
Bulson.	16 0 0 16 0	0 14 8	0 16 0	0 20 0	0 20 0	0 20 0	0 20 0	0 13 5	3 13 5	3 10 10	6 12 9	7
Muttra.	0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Agra.	0 0 0 14 0	0 16 0	0 17 8	0 17 8	0 18 0	0 16 0	0 13 0	0 11 0	0 10 0	0 0 0	0 12 0	0
Farruckabad.	0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Cawnpore.	19 0 0 15 0	0 20 0	0 20 0	0 22 0	0 18 13	0 20 0	0 13 0	0 11 8	0 15 0	0 13 0	0 12 4	11
Banda.	0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Allahabad.	20 0 0 20 0	0 24 0	0 22 0	0 0 0	0 24 0	0 24 0	0 25 0	0 25 0	0 25 0	0 16 0	0 16 0	0
Goruckpore.	17 12 5 20 0	0 13 5	4 13 5	4 17 12	17 12	5 24	9 10 13	5 4 17 12	5 20 0	0 13 5	4 11 7	0
Mirzapore.	17 8 0 17 8	0 0 0	0 20 0	0 20 0	0 20 0	0 17 8	0 13 12	0 0 0	0 13 12	0 12 8	0 0 0	0
Benares.	0 0 0 20 0	0 22 13	2 22 13	8 22 13	8 22 13	9 22 13	9 22 13	9 22 13	9 16 0	0 14 8	9 11 7	0
Ghazepore.	16 0 0 0 0	0 0 16 13	6 18 4	7 17 4	9 20 0	0 24 9	9 10 0	0 0 0	0 20 0	0 16 0	0 16 0	14 8 9
Jubbulpore.	0 0 0 20 0	0 14 8	2 15 3	9 16 0	0 16 13	14 8	9 13 5	4 12 4	11 12	4 11 10	0 9 6	0
Saugor.	20 0 0 20 0	0 16 0	0 17 8	0 17 12	0 16 0	0 18 0	0 17 15	0 16 0	0 12 0	0 10 9	6 0 0	0

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1860.

Districts.	January.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Dec.
Saharunpore.	10 0 0 9 8	0 10 0	0 10 0	0 10 0	0 10 0	8 15	0 11 8	0 11 8	0 12 5	0 13 5	0 11 14	0 11 0
Meerut.	9 6 6 0 0	0 0 9 6	9 8 14	3 8 6	3 7 9	3 10 9	3 10 10	6 10 10	8 11 0	6 10 0	0 9 6	6
Allypore.	10 12 0 10 0	0 8 0 0	7 9 0	7 4 0	7 4 0	10 0	0 10 10	6 10 10	0 12 5	0 11 7	0 11 0	0
Moradabad.	9 11 0 10 0	0 10 0	0 0 0	0 9 6	9 9 6	9 11 7	0 9 6	7 9 6	7 11 7	9 6 9	7 9 6	6
Bareilly.	0 0 0 9 6	0 8 12 9	8 12 0	9 4 0	8 13 0	10 0	0 14 0	9 9 0	0 0 0	0 0 0	0 10 0	0
Bulson.	10 10 8 11 7	0 9 5	9 11 6	9 0 0	7 10 3	9 6	2 10 10	8 10 0	0 13 1	0 12 12	0 11 6	9
Muttra.	0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Agra.	11 8 0 9 8	0 8 4	0 7 0	7 0 0	8 0 0	8 0 0	8 0 0	0 11 0	0 13 4	0 11 8	0 10 0	0
Farruckabad.	0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 13 5	4 11 0	0 12 1	3 11 7	0 15 8	5
Cawnpore.	12 8 0 10 12	0 11 0	0 10 12	0 10 8	0 11 0	0 11 0	0 12 9	7 12 9	7 12 9	7 11 7	0 12 4	11
Banda.	0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 11 0	0 10 0	0 11 0	7 11 8	0 11 0	0
Allahabad.	25 0 0 25 0	0 20 0	0 20 0	0 20 0	0 20 0	0 12 12	0 13 8	0 13 8	0 15 0	0 14 0	0 0 0	0
Goruckpore.	10 0 0 10 0	0 13 5	4 13 5	4 13 5	4 13 5	4 13 5	4 13 5	4 13 5	4 16 0	0 13 5	4 15 0	0
Mirzapore.	13 0 0 12 8	0 13 0	0 13 0	0 0 0	0 12 8	0 10 0	0 10 0	0 10 10	0 14 0	0 17 8	0 13 12	0
Benares.	16 0 0 13 5	4 13 5	4 13 5	4 13 5	4 14 8	0 12 8	0 13 5	3 13 0	0 13 0	0 13 0	0 14 8	6
Ghazepore.	17 12 5 17 2	5 14 8	9 14 8	9 12 12	9 12 12	9 12 12	0 13 12	9 12 12	9 14 3	6 15 3	9 14 3	6
Jubbulpore.	10 0 0 10 0	0 9 6	0 8 6	8 0 0	0 0 0	0 8 0	0 10 0	0 10 0	0 10 0	0 8 14	9 9 2	3
Saugor.	11 7 0 0 0	0 11 7	0 10 0	0 11 9	9 12 4	11 9	11 2 10	6 2 10	1 5 10	7 0 10	4 0 11	0

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1891.

Districts.	January.	Feb.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Dec.
Saharunpore.	9 6 0 11 8	0 11 8	0 11 8	0 11 8	0 11 8	0 0 0 0	0 0 0 0	0 8 0 0	0 8 0 0	9 1 0 9	9 6 0 9	9 7 0
Meerut.	8 15 0 9 6	6 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 9 6 6	8 0 0 0	8 0 0 0	9 2 3 8	6 9 8	12 0
Allypore.	10 10 0 9 10	6 10 10	8 10 10	8 12 5	0 11 7	0 12 5	0 10 10	0 10 0 0	0 11 7	0 10 10	6 10 0 0	
Moradabad.	8 14 0 10 0	0 10 10	8 10 10	8 10 0	0 11 0	0 10 10	8 10 0	0 10 0 0	9 6 8	9 11 2	9 3 8	
Bareilly.	10 0 0 10 12	9 10 13	0 10 13	0 12 0	0 12 12	0 12 0	0 0 0 0	0 10 0 0	9 15 0	10 12 9	10 6 6	
Budaon.	8 10 0 9 9	0 0 0 0	0 0 0 0	9 8 10	13 5	4 10 5	2 11 0	9 9 8	10 12 9	10 10 8	0 0 0	
Muttra.	10 0 0 10 0	0 10 10	8 10 10	8 10 10	8 10 10	8 10 0	0 8 14	1 8 0 0	10 0 0	9 9 0	10 0 0	
Agra.	11 8 0 11 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 10 0	0 9 0 0	0 10 0 0	10 0 0	0 10 0	
Furruckabad.	14 4 0 10 10	8 11 6	11 11 6	11 13 7	11 13 7	11 13 7	11 13 7	11 13 7	10 10 8	11 7 0	11 13 7	
Cawnpore.	11 7 0 13 5	4 13 5	4 13 5	4 13 5	4 11 7	0 11 7	0 11 7	0 13 5	4 11 7	0 11 7	0 10 10	8
Banda.	11 0 0 11 0	0 11 0	0 11 0	0 0 0	0 11 8	0 11 0	0 11 0	0 11 0	0 11 0	0 11 0	0 10 12	0
Allahabad.	15 0 0 15 0	0 13 0	0 13 0	0 16 0	0 15 0	0 16 0	0 16 0	0 16 0	0 15 0	0 15 0	0 13 0 0	
Goruckpore.	15 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
Mirzapore.	8 0 0 12 4	11 12 3	0 12 3	0 12 4	11 11 6	10 11 13	7 11 7	0 11 7	0 11 6	10 12 4	11 12 4	11
Benares.	14 8 6 14 8	6 14 8	6 14 8	6 14 8	6 14 8	6 13 5	6 13 5	6 13 5	6 14 8	6 14 8	6 14 8	6
Ghazepore.	14 3 6 14 3	3 13 10	10 13 10	10 17 4	9 17 4	9 16 0	0 15 3	9 16 0	0 0 0	0 16 13	6 16 0 0	
Jubbulpore.	8 14 2 10 0	0 9 2	2 9 2	2 10 0	0 9 6	0 9 6	0 9 6	0 9 9	0 9 9	8 6 8	8 0 10	0
Saugor.	10 0 7 9	11 1 9	4 2 9	4 2 9	4 5 9	8 10 9	9 2 2	0 13 6	9 8 10	9 0 8	13 0 11	12 2 0

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1892.

Districts.	January.	February.	March.	April.	May.
Saharunpore.	8 14 0	8 14 0	9 0 0	9 6 0	10 0 0
Meerut.	8 0 0	8 0 0	8 0 0	8 0 0	9 2 3
Allypore.	0 0 0	10 0 0	10 4 0	10 10 6	10 10 6
Moradabad.	9 6 7	9 6 7	9 6 7	10 0 0	11 0 10
Bareilly.	0 0 0	10 5 0	10 6 6	10 6 6	12 12 0
Budaon.	0 0 0	0 0 0	10 0 0	9 8 9	12 4 11
Muttra.	10 0 0	9 9 0	9 9 0	9 9 0	10 0 0
Agra.	9 12 0	9 12 0	11 0 0	11 0 0	10 0 0
Furruckabad.	11 0 9	10 0 0	10 0 0	0 0 0	11 7 0
Cawnpore.	12 9 7	12 4 11	11 7 0	11 7 0	11 7 0
Banda.	10 0 0	10 8 0	10 8 0	10 8 0	12 0 0
Allahabad.	13 0 0	14 8 0	14 0 0	15 0 0	13 0 0
Goruckpore.	0 0 0	0 0 0	14 8 9	14 8 9	14 8 9
Mirzapore.	12 4 11	11 7 0	11 7 0	11 13 7	11 7 0
Benares.	14 8 6	14 8 6	14 8 6	14 8 6	14 8 6
Ghazepore.	16 0 0	16 0 0	16 0 0	16 0 0	16 0 0

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SUNDER BOARD OF REVENUE, N. W. P.,
Allahabad the 24th June 1892.

(Signed) G. H. M. BATTEN,
Secretary.

From

J. H. PRINSEP, Esq.,

Collector of Aligarh.

To

G. H. M. BATTEN, Esq.,

Secretary, Sadler Board of Revenue, N. W. P.,

Allahabad.

SIR,—As requested in your circular order, No. E. E., dated the 11th November 1861, I have the honor to append the information called for respecting the cotton crop of this season in this district, and for convenience of reference, I have embodied it in a tabular form.

2nd.—The total area cultivated with cotton is set down at 1,65,392 acres, the average rate of produce per acre 1 maund, 6 seers, 6 chittacks, and the average selling rate during the past month, at Rs. 10-5-0 per maund, derived from the existing rates of each tahseel.

3rd.—The estimated proximate value at the above rate of the entire cotton crop is Rs. 19,63,046. Of this, however, 1,56,573 maunds are given as the estimated amount exported to other districts, valuing Rs. 16,14,659, and leaving only 8,819 maunds, or about a little more than 5 per cent. of the whole produce for home consumption.

4th.—The figures shown must be taken merely as a rough approximation, the cotton merchants and brokers of the principal marts in the district supplying the tahseeldars with such information as they possess regarding the probable out-turn and amount likely to be exported.

5th.—It will be seen that nearly 95 per cent. of the entire supply proceeds eastward and mainly to the markets of Mirzapore, Cawnpore, Farruckabad and Kass Ganj.

6th.—The cotton sowing commences in the month of June and July, early or late, according to the time the rains set in, and the harvest is gathered accordingly from October to the end of December on the cob bursting and thereby showing the cotton to be ready for picking.

7th.—The crop of this part of the country is an annual one, no produce resulting on the plant being allowed to remain a second year. With the kind known as "narma" the plant, I am told, realizes something the second year, but "narma" is not sown in this district, the soil, I imagine, being unsuited to it.

8th.—In addition to the above information which has been called for by the Board, I beg to offer a few more remarks which may be of use touching generally on the cotton cultivation as pursued in this district, and shewing the state of the present season's crop as compared with those of the past two years.

9th.—There is only one sort of cotton plant in this district known as "buma kapas;" its quality is declared by native brokers to be better, from being whiter and cleaner, than the produce of the other districts in the Meerut division, realizing 8 annas per maund more.

10th.—The American variety is neither grown nor known in the district, no foreign seed is introduced, but the indigenous seed is re-sown. With this seed the people are satisfied, but, in it, we have full evidence of the poorness of the fibre produced, and in the degenerating effect of repeatedly using the same seed on the same soil, we see the real cause of the least value attached to Indian cotton compared with other cottons in use in England, as demonstrated in the photographs circulated by the Manchester Cotton Supply Association for exhibition to cotton growers in this country.

11th.—Doubts have been entertained by some natives of the advantage derivable from the cultivation of the American cotton, the merchant looks to the amount of profit to be gained by it. The American kind is thought to be lighter in weight than the country grown cotton, and the amount produced to be about the same or less in both, hence an apprehension of less profits arising from the lighter quality. But this fear is unfounded, there is a general ignorance on the merits and capabilities of the American cotton, if the native capitalists could be only convinced by practice that the American quality if *only equally* productive with the country grown, would fetch

higher prices, there is little doubt of their being induced to adopt it.

12th.—In a good year, the highest out-turn is stated to be nearly 4 maunds per acre on good ground, and an average crop, about 3½ maunds per acre; hence it will be seen that the crop of the present season has been far short of an average one. This has been caused, I am told, by the excessive rain that fell last year, the moisture not admitting the soil to be properly cleared of grass and weeds, whose consequent exuberance checked the growth of the cotton plant and affected materially the yield of cotton.

13th.—The sale of cotton in this district is conducted chiefly through native brokers, the system of advances to the cultivator as pursued with indigo is resorted to but little.

14th.—Without irrigation from wells or canals, the plant is not produced, and preparing and manuring the land is necessary to promote healthiness. When cotton is purchased from the cultivator direct, it may be had 6 or 8 annas per maund cheaper than in the market.

15th.—This district is singularly fortunate in the channels it possesses for the export of cotton, having two roads connecting Coel, its central town, with the Ganges, one of which is metalled throughout, and the other for nearly half its extent; two metalled roads communicating with Muttira and Agra, and the Jumna river; and another unmetalled; the Grand Trunk Road intersecting it east and west, and the Ganges Canal running north and south, with its two branches striking off at Nanown, on the Trunk Road, towards Cawnpore and Etawah.

16th.—The cost of carriage to Rām Ghat on the Ganges, 26 miles from Coel, was in 1860 A. D., two annas per maund; to Furruckabad by the Trunk Road, 6 annas; to Cawnpore, 8 annas; and to Mirzapore, 14 annas.

17th.—At the beginning of the past year 1861, the carriage was cheaper, being the same to Rām Ghat, but 2 annas less to both Furruckabad and Cawnpore, and 3 annas less to Mirzapore. The difference in the costs of the past two years is ascribable to the fuller development of commerce, and the call for carriage ceasing for Military purposes as compared with former years, since the disturbances of 1857.

18th.—The hope of increased profits founded on the knowledge of the cotton supply in Europe being cut off by the war in America, and stimulated doubtless by the promulgation last year of the state paper informing native capitalists and the public of the present state of the cotton trade, has been the means of extending the cultivation of cotton considerably in excess of past years.

19th.—The cultivation in 1859 is stated to have been 1,83,000 pukka bogsals more or less equal to 1,04,212 acres, and the cotton yield some 3,66,000 maunds; and in 1860, the cultivation amounted to 51,500 pukka bogsals or 29,297 acres yielding some 51,500 maunds of cotton.

20th.—The above comparative results demonstrate one fact, that little certainty can be placed on either the returns of the extent of cultivation or the amount of produce reported, the average rate of yield per acre being recorded as 2 maunds in 1859, 1 maund in 1860, and 1 maund, 6 seers, 6 chittacks in 1861. Allowance however, should be made for the extreme drought of 1860, which rendered futile in many instances, the attempt to obtain a crop. Whole fields might be seen bearing short stunted plants with little or no cobs upon them. The previous year was more favourable in every respect, hence the larger rate of produce given; and in 1861, the very heavy rains operated to diminish the supply on an extended area, hence the variable feature in the rate of produce per acre.

21st.—Connected with this subject is the disapprobation of European cotton spinners of the cotton cleaned in this country. The "churka" is the only machine in use by natives for this purpose; for simplicity and cheapness it would be no easy matter to find a substitute that would clean and separate the cotton from the seed better, and its general use from time immemorial would throw difficulties in the way of its substitution by any other machine among a people so attached as the natives of India are to the *modus operandi* of their forefathers.

22nd.—It would be very desirable to introduce into the country a simple gin on the Macarty principle, whose price, as shown by the Cotton Supply Association, in their Secretary Mr. Haywood's statement of December 1859, would easily come within the means of

* Or some such gin as has been experimentally introduced by the Agri-Horticultural Society, Bengal.

native capitalists,* but as one man will clean some 20 seeds of cotton a day with the "churka," the gin to supplant the "churka" should be of such size as will prove remunerative. The smaller size, priced at £1-10 by the Cotton Supply Association, would be useless, its daily out-turn per man being set down at 15 or 24 lbs. according to the weight of the staple, the native would in preference then stand by his "churka."

23rd.—I would propose that a supply of Macanthy's gin of £3 value each, or more, say, 10 for each of the cotton growing districts, be procured at the expense of Government in the first instance, and let out on moderate terms for the first year or so, to such zemindars or merchants who may be induced to try their efficacy. I feel confident they would all be sold within a short time, and Government be reimbursed its primary expenditure; for it should be borne in mind that that man would command the market whose goods would be the first ready for sale.

24th.—I trust I shall be pardoned for going at length into this subject and exceeding the limits of the Sudder Board's enquiries; the extension of canal irrigation is engaging the attention of Government for the greater development of the resources of the country, and each year hereafter, with improved finances, we may expect to see more land thus brought under cultivation. The greater the encouragement afforded by Government by introducing fresh seed and European machinery, the more safely may we reckon upon a larger amount of cotton produced, and this might be effected without in any way interfering with the principles of free trade.

I have, &c.,

J. H. PRINSEP,

Collector.

ALLAHGURH COLLECTOR'S OFFICE,
Camp Kuser,
The 31st January 1862.

Statement of Cotton produced in Zillah Allahgureh during the year 1861-62.

Number.	Name of Tuckled.	Area cultivated with Cotton.	Average rate of Cotton produce per acre.	Selling rate per hundred 1861.	What things are generally made by Cotton.	Districts to which is generally exported.	How much exported to other districts.	In June or July on the first fall of the preceding rains.	When Cotton is gathered for sowing Cotton.	Remarks.
1	Coal.....	Area..... 77,482	1 0 0 10 4	0 0 0 0 0	Native Clothing, Pad, Mung, and Quills, Quills, Tents, Floor Cloth, Ropes, Toys, Lining for Shoes, &c.	Muzaffpore, Cawnpore and Furruckabad.	Nil.	1,116,223	When Cotton is gathered for sowing Cotton.	Remarks.
2	Hatras.....	14,750	1 10 0 12 0	0 0 0 0 0	Ditto	Muzaffpore, Cawnpore, Furruckabad, and Eastern Provinces.	15,000	In June or July on the first fall of the preceding rains.	When Cotton is gathered for sowing Cotton.	Remarks.
3	Rega.....	10,000	1 0 0 10 0	0 0 0 0 0	Ditto	vinces	3,800	In June or July on the first fall of the preceding rains.	When Cotton is gathered for sowing Cotton.	Remarks.
4	Tupul.....	5,850	25 0 10 0 0	0 0 0 0 0	Ditto	Ditto	1,000	In June or July on the first fall of the preceding rains.	When Cotton is gathered for sowing Cotton.	Remarks.
5	Attowee.....	7,500	1 5 0 0 0 4	0 0 0 0 0	Ditto	Kharguange and Muzaffpore.	8,400	In June or July on the first fall of the preceding rains.	When Cotton is gathered for sowing Cotton.	Remarks.
6	Alabad.....	23,500	1 20 0 11 0 0	0 0 0 0 0	Ditto	Ditto	2,500	In June or July on the first fall of the preceding rains.	When Cotton is gathered for sowing Cotton.	Remarks.
7	Secundra Rao.....	4,600	21 0 11 0 0	0 0 0 0 0	Ditto	Ditto	2,250	In June or July on the first fall of the preceding rains.	When Cotton is gathered for sowing Cotton.	Remarks.
8	Byr.....	12,000	1 10 0 10 0 0	0 0 0 0 0	Ditto	Ditto	8,000	In June or July on the first fall of the preceding rains.	When Cotton is gathered for sowing Cotton.	Remarks.
Total.....		1,65,392	1 5 6 10 5 0			Eastern Provinces.	1,50,673			

ALLAHGURH COLLECTOR'S OFFICE,
The 31st January 1862.

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No. 1295 of 1861.

FROM

H. W. DASHWOOD, Esq.,

Collector of Banda.

TO

THE OFFICIATING SECRETARY,

SUDDER BOARD OF REVENUE,

North Western Provinces,

Allahabad.

Dated Camp Luckhimpoor, the 27th Nov. 1861.

SIR,—I have the honor to forward for the perusal of the Board a memorandum of answers, as regards the present year's cotton crops, to the questions contained in your circular No. E. E. of the 11th instant. Observing from a newspaper that these questions had been circulated by the Punjab Government, I sent them to the different teleholders, and the information thus obtained has been carefully collated and embodied in the annexed memorandum by Mr. Carpenter, Officiating Deputy Collector. Owing to the enquiry being novel, I will not vouch for the accuracy of the figures given for the cultivation area, but I hope to be more sure of the results next year.

I have, &c.,

H. W. DASHWOOD,

Collector.

MEMORANDUM.

QUESTION.

1st.—How many acres roughly calculated are devoted to cotton cultivation in each district?

ANSWER.

1st.—From recent enquiries it appears that in the present year the total number of acres in the district cultivated with cotton is

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89,022. The area of the district in acres is 19,20,302. At this rate, therefore, about $4\frac{1}{2}$ per cent. of the whole area of the district is cultivated with cotton. The extent of cultivated land in the district is 9,55,522, cotton therefore occupies rather more than 9 per cent. of the whole cultivated land. But this percentage varies in different parts of the district, the pergunnahs named in the margin producing

Dersenda, Chichoo,
Tirohan, Budousa.

both absolutely more cotton than the remaining pergunnahs of the district and more relatively to their size. This will be seen clearly from the annexed statement. In Tirohan, cotton occupies nearly 22 per cent. of all the cultivated land in that pergunnah. The best cotton comes from the Beer Gurl and Kalinger portions of the Budousa pergunnah.

QUESTION.

2nd.—What is the average produce per acre, its value at the market rate, and the estimated proximate value at this rate of the entire cotton crop of the district?

ANSWER.

2nd.—It is not easy to estimate the produce per acre. The produce varies considerably in amount in different parts of the district, and the want of a fixed standard of weight throws increased difficulties in the way of forming a satisfactory estimate. In no two pergunnahs is the "seer" exactly equivalent, and in many cases the variation in standard is large. Another difficulty arises from the fact, that in this district, cotton is scarcely ever sown singly. "Urhar," "oord," "tillos" are almost invariably sown with it in small quantities. No doubt if cotton were cultivated alone, the average produce would be higher than it is. As it is, taking the seer of full weight, probably the average produce per acre in ordinary years does not exceed 80 seers of "kupas," that being the term for the raw uncleaned cotton with the seed. The price of "kupas" in the villages varies from 9 to 14 seers per rupee, but this variation is due probably to the variation in the standard of weight than to any other cause. From 10 to 11 full weight seers for the rupee may be taken as the average price of "kupas" over the whole district. This would give nearly eight rupees as the average value of the produce of an acre and rather more than three rupees as the value of the produce of a beegah. This estimate must be near the mark

because from 3 to 4 rupees is the sum at which the people themselves estimate the value of the produce of a beegah of cotton. Something too must be allowed for the produce of the urbur or other crop sown with the cotton. The estimate cannot be too high; because if it were, cotton would be less remunerative than other crops, which it certainly is not. In the process of cleaning or extracting the seeds by the "churkee" the raw cotton loses from 2-3rds to 3-4ths of its weight. That is to say of the better kinds of cotton, one seer will be obtained from 3 seers of "kupas," the remaining 2 seers being "binoula" or seed. In the inferior qualities, it requires 4 seers of "kupas," to produce 1 of cotton. It follows then, that if we assume the average produce of an acre sown with cotton to be 80 seers of "kupas" the average produce per acre of "rooce" or clean cotton will be between 1-3rd and 1-4th of that quantity. Probably 25 seers per acre will be a fair estimate. But this estimate is for ordinary years, as the present must be considered an exceptional year, the cotton crop having in many parts of the district been much injured by the heavy rain-fall in September. As a general rule, the "kupas" is cleared of seed and prepared for the market by the ryots themselves, but sometimes traders buy up the raw material in large quantities, and pay for its cleaning by hired workmen. In this case, the workmen are paid in proportion to the amount of clean cotton produced. The rate varies from year to year and differs in different parts of the district. For producing a maund of clean cotton, the rate is sometimes as low as 6 or 8 annas, and sometimes rises as high as one rupee; 8 annas may perhaps be taken as an ordinary rate. The cotton seed or "binoula" obtained by passing the uncleaned cotton, through the "churkee" may be valued at about 1 rupee per maund. We thus have data for calculating the cost price of a maund of clean cotton of the best quality as follows:—

Cost of 120 seers of "kupas" at 10 seers per rupee,...	Rs.	12	0	0
Cost of cleaning by "churkee,"	"	0	8	0

Rs.	12	8	0
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Deduct price of two maunds of seed, at 1 rupee per maund,	2	0	0
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Rs.	10	8	0
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We thus obtain Rs. 10-8-0 as the cost price of a maund of clean cotton. Allowing for the trader's profits and cost of cartage, we have from Rs. 12-8-0 to Rs. 13 as a fair market price, under ordinary circumstances. This happens to be exactly the price of cotton at the present moment in the markets of the district. Taking then the average produce per acre of clean cotton at 25 seers and rupees 13 as the price per maund, we get the following estimate of the out-turn of the district in maunds and its value:—

Area cultivated with Cotton.	Estimated in maunds.	Estimated value.
Acres 89,022	55,639	7,23,307

This represents the out-turn and the value in ordinary years. Probably in the present year the out-turn will not be much above 50,000 maunds, which at Rs. 13 per maund, will be worth 6,50,000 rupees. But the price will no doubt rise, both from the scantiness of the crop and the Manchester demand, so as to make the value considerably higher than this.

QUESTION.

3rd.—How is the cotton grown in the district usually disposed of, and if exported, to what places, and ordinarily to what amount?

ANSWER.

3rd.—Of this total out-turn, probably about $\frac{1}{3}$ is exported, and the rest remains for district consumption. All the cotton that is exported, passes either through Chilla, on the banks of Jumna, in pergunnah Pylance, or through Rajapoor on the Jumna, in pergunnah Cheboo. The principal cotton marts in the district are Banda itself, Googowlee, in pergunnah Pylance, Gookheea and Bissenda, in pergunnah Seenda, Kallinger and Orun, pergunnah Budousa, and Rajapoor, in pergunnah Cheboo. As a mart for cotton, Banda has of late years greatly declined and been superseded by Rajapoor, through which place probably three-fourths of the cotton exported passes. From Chilla and Rajapoor, the cotton is shipped in river boats and carried to Mirzapoor and Ghazepore. The average cost of transport is one rupee per cart to Chilla, and

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four rupees per cart to Rajapoor, a cart conveying from 9 to 12 maunds. The water carriage by boat from Chilla to Mirzapoor is 3½ annas per maund, and from Rajapoor to Mirzapoor, from 2 to 2½ annas per maund.

QUESTION.

4th.—What is the usual or best period for sowing the crop in the district?

ANSWER.

4th.—The sowing takes place in the month of Asar or July, commonly after the first fall of rain. The ground is generally manured if the ryot can afford it. It is ploughed only once or twice. It is never watered, but always weeded, while the crop is springing up; generally three times, but sometimes four and occasionally, but very rarely, as many as five or six times. The weeding takes place during the Sawun or August, Bhadon or September, and the beginning of Kooar or October. Cotton is generally sown on high ground in lighter soils, on the sides of ravines, for instance, or on elevated spots where the water cannot lodge.

QUESTION.

5th.—At what time is it usually gathered where the crop is of this year's growing?

ANSWER.

5th.—About the end of October the crop is generally matured, and the gathering takes place between then and the end of December.

QUESTION.

6th.—Is the crop in the district usually an annual one, or is it usually allowed to remain standing for a second or third year, or for still larger periods?

ANSWER.

6th.—The crop is *always* an annual one, fresh seed being invariably sown. The same plants are never allowed to remain standing for a second crop, as it is the opinion of the people of the district that the plants produce nothing in the second year. In this district the same land is never cultivated with cotton in two successive years.

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After a field has borne cotton, always two, and sometimes three, years are allowed to elapse before it is again sown with that crop.

QUESTION.

7th.—Answered above.

C. W. CARPENTER.

Statement shewing extent of Cotton cultivation in different Pergunnahs in Zillah Banda.

Name of Pergunnah.	Total area in Acres.	Total cultivated area in Acres.	Cotton cultivation in Acres.	Percentage of Cotton cultivation on whole area.	Percentage of Cotton cultivation on cultivated area.
Banda	2,42,983	1,44,303	8,759	3 6	6 07
Pylnee	2,47,884	1,46,983	9,720	3 9	6 6
Ougasse	2,32,849	1,35,468	8,298	3 5	6 1
Seconda	1,83,483	1,06,712	5,684	3 1	5 2
Dursenda	2,50,832	1,24,200	14,779	6 4	12 nearly.
Cheloo	2,02,318	97,011	9,947	4 9	10 2
Tirohan	3,41,027	78,878	17,297	5	22 nearly.
Budous	2,38,996	1,20,837	14,528	6	12
Total	19,20,312	9,55,552	89,022	4 6	9 3

H. W. DASHWOOD,

Collector.

No. 81A.

FROM

MAJOR A. H. TERNAN,

Deputy Commissioner of Jaloun,

TO

THE SECRETARY TO THE SUDDER BOARD OF REVENUE,

N. W. P., Allahabad.

Dated Camp Calpee, the 21st November 1861.

SIR,—I have the honor to acknowledge receipt of Sudder Board

of Revenue circular No. E E of 1861, dated the 11th instant, and in reply to forward copy of cotton statement sent to the Manchester Cotton Association through the Commissioner.

2nd.—This report will be found to contain information on all the points alluded to by the Board.

I have the honor to be, &c.,

A. H. TERNAN,

Deputy Commissioner, Jaloun.

JALOUN DISTRICT.

Area.—2,313 Square Miles. Population.—2,46,207 Inhabitants.

QUESTION.

1st.—Is the cotton plant cultivated in your district?

ANSWER.

1st.—Yes, to a large extent, but it is impossible to state with anything like accuracy the amount of land given up for such cultivation, particularly since the entire destruction of official records in 1857-58. One-third of the district may be given as approximate amount. The cotton crop is one of the autumn crops collected in December. The seed when separated from the pods is used for fattening cattle, as also are the stems.

QUESTION.

2nd.—What are the varieties?

ANSWER.

2nd.—There are no varieties in this district; but the cotton grown in Bundelcund, south of the Betwah river, is considered superior to that produced in this district, and in the North-west in general, large quantities are sent down through Calpee on the Jumna to Calcutta for shipment. In this district, the rich alluvial soil called "mar," about the towns of Koonch and Jaloun, yield the best quality.

QUESTION.

3rd.—If the American variety grows in your district, when was it first introduced, and has its cultivation increased or fallen off?

ANSWER.

3rd.—Having no data to go upon, I can only state from hearsay that the American cotton was introduced by the East India Company in the neighbourhood of Calpee, under the superintendence of some American gentlemen, but from mismanagement, I believe greatly, and want of irrigation, the experiment failed. At one time the East India Company had a large factory at Calpee, and bought up largely the native cotton for export to China and Europe. The factory was closed on the Honorable Company ceasing to be a trading Company, and it was sold to a private firm which carried on business within a few years of the late disturbances. There is every reason to believe the American cotton would thrive in this district.

QUESTION.

4th.—Can you give the statistics, i. e., the number of acres cultivated, and the annual amount of produce, also the yields per acre?

ANSWER.

4th.—As above stated, no American cotton is now grown in this district, nor can any exact statistics be as yet furnished of the number of acres cultivated, or amount of produce of even native cotton. As far as I have been able to ascertain from native documents, about 66,000 acres are sown with cotton. When the rains are plentiful, the amount of produce may be estimated at 70,000 maunds or 5,60,000 lbs. The average produce is as follows per acre. Seed 10 lbs :—

PRODUCE.

Cotton, raw,	lbs. 320
Cotton, spun,	„ 80

QUESTION.

5th.—Is it your opinion that the American plant in your district deteriorates in quality and staple each year, when preserved from admixture with other varieties?

ANSWER.

5th.—From want of experience in the matter it is impossible to answer this question satisfactorily. Judging from the effect of the climate on American vegetables in general, I think American cotton would deteriorate annually, but let the American plant have a fair

trial before we build upon what may be an error : as I said before a former experiment failed, but it may have been from want of experience or knowledge in those to whom this important question was committed.

QUESTION.

6th.—What is the peculiar nature of the soil and climate ?

ANSWER.

6th.—There are four varieties of soil in this district yielding as follows :—to 10 lbs. of seed sown in one acre “mar” or rich black alluvial soil most favourable to cotton, yielding raw cotton 320 lbs. spun cotton 80 lbs. ; “kabur” next to the “mar” in richness, but with a greater admixture of clay. A hot sun causes large fissures to open in every direction, these absorb the water so necessary for the growth of cotton. Again, the hot winds get to the roots of the plants through these fissures and destroy them. Yields per acre raw cotton 240 lbs., spun cotton 60 lbs. Pürwal—a good description of light sandy soil requiring good irrigation, however, when it produces most crops abundantly, yields raw cotton 160 lbs., spun cotton 40 lbs.

The heat in this district is very great from 1st April to 15th October or 1st November. The rainy season sets in about the end of June, and continues till the middle of September or till 1st of October. The average fall of rain is from 30 to 40 inches. From 15th November to 1st March the climate is good and favorable to the European resident.

QUESTION.

7th.—Is irrigation employed in cultivation, if not, would irrigation improve the quality and increase the quantity, and is it available ?

ANSWER.

7th.—Irrigation is not generally employed in the cultivation of cotton. The plant is sown at the beginning of the rainy season, and the “mar” soil retains its moisture for many months sufficiently to keep the plant healthy ; no irrigation could be used in “kabur” soil, for the fissures caused by a hot sun would absorb the whole without any benefit. Water is in this district found far below the surface. Wells are consequently very expensive and little used by

the cultivators. In most soils irrigation, where used, produces splendid crops. During the dry season the cultivators sometimes dig temporary wells, which are allowed to fall in during the rains. I must mention that the natives often mention an insect they call “mahoon” as most injurious to the cotton plant.

QUESTION.

8th.—What is the estimated quantity of clean cotton produced per acre, and what extent of ground could be devoted to its production ?

ANSWER.

8th.—An acre of land produces about 80 lbs. of clean cotton. The cultivation might easily I think be doubled. The plants require continual weeding and attention, the cultivators would no doubt raise cotton in abundance if they saw it yielded in the market a better price than wheat, which is now grown to a great extent.

QUESTION.

9th.—Can the cultivation be extended with facility ?

ANSWER.

9th.—I think cotton cultivation could be greatly extended and with facility, but to do so you must bring into the market European agency, European energy, and European capital : the native will do nothing. Again, the laws regarding the land tenures in this country must be altered to suit the requirements of our European civilisation approaching more to the nature of tenures in Europe.

QUESTION.

10th.—Are there obstacles to its cultivation, and of what nature ?

ANSWER.

10th.—I know of no obstacles to its cultivation, if proper means are used. A want of rain would no doubt bring a partial failure of cotton crop with it, but in many instances again artificial irrigation might amply supply the deficiency.

QUESTION.

11th.—What is the probable consumption by natives and what the quantity available for export ?

ANSWER.

11th.—About 20 per cent. is the probable consumption of the natives, and the rest is available for export. Full and most complete returns of the cotton produced in this district are to be found among the records of the India Office.

QUESTION.

12th.—Are there any and what merchants in your district, who are buyers of cotton from the growers, or would buy cotton if produced? If not, what would be the necessary agency to employ to purchase the cotton and send it to England?

ANSWER.

12th.—The cotton of this district is generally bought up by agents from the large native firms at Mirzapore. These depute men into the district who make advances to the cultivators or farmers at the sowing season, and they in January and February take the cotton to Calpee, from whence it goes by water to Mirzapore. A European agent or assistants, European and Natives, at Calpee on the Jumna, would be, I think, the best agency to employ or the purchase of cotton and transmission of it to England.

QUESTION.

13th.—At what probable price can it be purchased clean, either at the place of growth or at the port of shipment.

ANSWER.

13th.—The price of clean cotton in the gathering season, when it is cheapest, is from Rs. 10 to 12 for a maund or 80 lbs., and the beginning of November before the new crop is produced, it runs up to 15 rupees and 18 rupees for 80 lbs. The rates at the shipping ports would depend on the demand and supply, and cannot be ascertained here.

QUESTION.

14th.—What are the means of conveyance from the cotton field to the port of shipment, and the cost per pound, and are they capable of being facilitated, and in what manner?

ANSWER.

14th.—This district is a large tract of level country; from November to July, the roads are excellent and offer no obstacles whatever to traffic. The cotton is carried on bullock carts to Calpee, and there taken on boats to Mirzapoor and Calcutta. The cost is about one rupee for 80 lbs. from Calpee to Calcutta. Steamers drawing little water might be used on the Jumna with great advantage to commerce, and a rail-road from Cawnpore to Gwalior would give access to the wealth of the district, and neighbouring districts of Dundeund and Gwalior.

QUESTION.

15th.—Are the growers supplied with good seeds, and would they attend to the cultivation of superior seed, if supplied them?

ANSWER.

15th.—The seed at present used is the produce of the district. The native of India does not experimentalise, he only goes a beaten path. The cultivators would take no interest in the matter. When Europeans come as settlers in the land, such experiments can fairly be tested with immense advantage to the country in general, as well as to individuals; till then, failure will most likely ensue.

QUESTION.

16th.—Are they furnished with other machinery than the "churka" for cleaning, or presses for baling, the cotton, or in what manner is it packed for the market?

ANSWER.

16th.—The "churka" is the only machine used in this district: no presses have been known since the closing of the factory at Calpee. The cotton is packed in common gunny bags or large nets, and arrives in the market in a most filthy state.

QUESTION.

17th.—What is the cost of cleaning cotton per pound by the "churka" or other machine used?

ANSWER.

17th.—The cost of cleaning by the "churka" is one rupee or two shillings for 80 lbs. and one man can clean from 20 to 24 lbs. daily.

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QUESTION.

18th.—Can and will you favor us with samples of cotton grown in your district?

ANSWER.

18th.—Samples of best quality of cotton produced in this district are herewith forwarded.

QUESTION.

19th.—It being important that seed of the American variety should be saved for re-sowing, in order to extend its growth, will you take steps forthwith to secure it in a pure and unmixed state?

ANSWER.

19th.—Should American cotton be introduced into this district as I said before, it must be through agents appointed for that especial purpose, and who know the language of the country, are accustomed to deal with Asiatics; no other persons can give such an important subject the attention it will require, or possess the experience and knowledge desired.

QUESTION.

20th.—Will you please furnish samples of cotton or goods made from cotton by the natives, and state the cost of manufacture and selling price?

ANSWER.

20th.—The cloths made in the district are of the coarsest description, and the population is clothed chiefly in British fabrics; the cloths of the district sell at about two annas per yard.

QUESTION.

21st.—Will you furnish this Association with a printed or other statement of the extent of waste lands in your district, and also a sketch map of the same on the smallest scale possible?

ANSWER.

21st.—The waste lands of the district are generally scattered in

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QUESTION.

patches of no great extent here and there, and are useless for all purposes of cultivation, being from the nature of the soil unproductive and fit for grazing cattle only. No map is consequently furnished.

22nd.—Will you favor the Committee with a detail communication upon all the points referred to in the above questions, and generally offer suggestions as to the most effectual manner in which the trade and commerce of your district may be extended, giving special reference to cotton as it is proposed to publish your letter, with your replies in the Cotton Supply Report (published by this Association) for the benefit both of the people of India and of this country.

ANSWER.

22nd.—In answering however crudely the foregoing questions, from want of data to go upon, I have laid before the Committee all the information I have been able to procure in this district either by my own efforts or those of the officers under me. To extend the trade of India and of England; to indeed make India pay to bring out its enormous natural wealth, Europeans of energy, capital and science must come and settle in the land; as heads of labor they will instill into the natives gradually some wish to progress and both parties will find their advantage in improvement. Innumerable are the products of this country, many of which are ignored or but partially known through the natives, and only require European energy to cause their full development. Among other neglected productions are silk, indigo, the various dyes, vegetable oils, hemp, jute, safflower, sugarcane, which only requires care to equal that of the West Indies. The wealth of India is an unexplored mine, of which the surface only has been scraped. The common "churka" used by the natives only costs 5 annas. No native cultivator would pay the cost of a cottage gin or give cotton in exchange, but if they saw cotton factories springing up all over the country then his prejudices would give way to the palpable benefit to his pocket.

A. H. TERNAN,

Deputy Commissioner.

No. 771 of 1862.

FROM

G. H. M. BATTEN, Esq.,

Secretary, Sudder Board of Revenue, N. W. P., Allahabad,

TO

SIR GEORGE COUPER, BARONET, & C. B.,

Secretary to the Government of the N. W. P.

Dated Allahabad, the 18th October 1862.

SIR,—In the beginning of September (the earliest period at which such an enquiry was practicable) the Sudder Board of Revenue called for returns from all the districts in the North-western Provinces, of the approximate area brought under cotton cultivation in the present season, and of the prospects

of the crop.

2nd.—Up to May or June last, the market price of cleaned cotton had not reached higher than from nine or ten rupees per maund in the western districts, to fifteen or sixteen in the eastern. The speculation caused by the urgency of the demand from England, began at this point to act with an extraordinary effect upon the market throughout the country. There was a sudden and great rise of price, but the advance was neither uniform nor sustained, retrograding sometime as much as three and four, and even five and six rupees per maund, within the course of a few days, and then starting upwards again. The following details will shew the general progress of prices. The figures denote the rate in rupees per maund of 80 lbs :

Month.	Meerut.		Agra.		Mirzapore.		Ghazeepoor.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
May	7 0 to 9 0	11 0 to 14 0	11 0	11 0	15 0 to 17 8			
June	12 0 to 14 0	16 0	15 0 to 17 0					
July	10 0	11 0 to 19 0	21 4 maximum.	17 0 to 24 0				
August	12 0	13 8 to 17 8	22 8 minimum.	22 0 to 25 0				
September	10 0 to 15 0	14 10 to 23 0	20 0 maximum.	22 0 to 26 8				
October	12 8 to 14 0	.....	.....	.....	

3rd.—It will be seen that speculation has gone the greatest lengths at Mirzapore ; the price having repeatedly risen above thirty rupees a maund, or 8½ a cwt., or above 9d. a lb.

4th.—The immediate result was to draw forth from all parts of the country a large portion of the stock which had been kept for local consumption ; and cotton from all directions was hurried down the country by every possible means of conveyance. An estimate of the amount that has been thus exported will be given at a further part of this report. Meanwhile it will at once be perceived that the attention of the people could not but be universally turned to the subject ; and to the great profits that might be expected from the cultivation of cotton, were it only to supply the vacuum caused by the exportation of existing stocks for local consumption. The probability likewise of a continuance of the present high prices or even of a further enhancement began to be apprehended by the people, and the merchants at the chief entrepôts eagerly watched the telegrams of prices in England, and the progress of events in America.

5th.—The sudden enhancement of the price of cotton, however, was too long deferred to have its full effect upon the sowings of the year. In the cotton-growing districts, the excitement had hardly reached the local markets by the end of June when arrangements must be made for the coming crop. The extension of cultivation which has actually taken place is rather attributable to the previous general rise of price than to the later and more extraordinary rise.

6th.—Thus far, of the effect of the market upon the present crop : the Board proceed to notice the effect of the season.

7th.—As explained in paragraph 17 of my letter dated the 24th June, cotton to succeed well must be sown towards the end of June or early in July. In most of the western districts rain fell sufficiently early to admit of this being done. But in the lower Doab and Bundelcund there was no fall of rain till about the 5th or 6th of July ; it then rained incessantly for about three weeks, and thus the cultivator had hardly an opportunity to effect any sowings till the season for sowing had passed away. Thus while the increase of area estimated as now under cotton exceeds 31 per cent. in the Agra division, it is as low as 20 per cent., in the Allahabad and Bundelcund districts. In the Futtelphoor and Allahabad districts there has been an actual decrease of area, wholly attributable to this cause.

8th.—The above remarks will sufficiently explain the variations in

the following table. The out-turn of clean cotton is calculated at the same average rates as were taken for the previous season, the grounds of the assumption having been fully explained by the Board in paragraphs 3 to 5 of my letter dated 24th June :—

Division.	DISTRICT.	1861-62.		1862-63.		Estimated increase over last year.
		Acres.	Maunds of clean Cotton of 80 lbs. each.	Acres.	Maunds of clean Cotton of 80 lbs. each.	
Meerut.	Saharunpoor	23,750	35,750	24,000	36,000	27 per cent.
	Muzaffarnagur	17,000	25,500	20,000	30,000	
	Meerut	38,000	57,000	45,000	67,500	
	Boothanahur	24,750	37,000	33,227	50,000	
	Allypore	1,65,000	2,47,500	1,95,000	2,92,500	
	Total	2,66,500	3,92,250	3,17,227	4,50,000	
Bahadur.	Bijnore	23,000	34,500	25,350	38,000	25 per cent.
	Moradabad	27,500	41,250	33,000	49,500	
	Buland	52,500	78,750	50,000	75,000	
	Bareilly	24,000	36,000	26,557	39,835	
	Shajehanpore	8,000	12,000	9,000	13,500	
	Total	1,35,000	1,99,000	1,73,717	2,50,000	
Agra.	Muttra	68,000	102,000	79,400	119,100	31½ per cent.
	Agra	73,825	1,10,737	1,13,535	1,70,302	
	Etah	25,000	37,500	25,000	37,500	
	Mynpoore	19,000	28,500	25,000	37,500	
	Etawah	47,000	70,500	56,800	85,200	
	Farruckabad	10,000	15,000	11,000	16,500	
	Total	2,43,825	3,62,500	3,20,235	4,50,000	
Allahabad.	Cawnpore	63,000	94,500	70,400	105,600	20 per cent.
	Futteeport	24,000	36,000	23,250	34,875	
	Ranasi	89,000	133,500	1,20,000	180,000	
	Allahabad	27,000	40,500	27,000	40,500	
	Total	2,03,000	3,04,500	2,31,650	3,50,000	
Jhansi.	Jhansi	28,000	42,000	28,000	42,000	22 per cent.
	Jaloun	50,000	75,000	62,000	93,000	
	Humeerpoor	38,500	57,750	44,000	66,000	
	Total	1,16,500	1,74,750	1,34,000	2,01,000	
	Grand Total	9,64,825	14,22,750	11,77,129	16,50,000	28½ per cent.

9th.—It is to be remembered that the above is for the most part only an estimate,—in some districts checked by reference to the village papers, in others founded upon general observation. The aggregate result however is believed to be approximately correct.

10th.—The cultivation of cotton is still unknown as a source of traffic in the Benares and Goruckpoor divisions and in the Hills. Only in Mirzapoor there has been an increase of some 1,400 acres, making the total cultivation there somewhere above 4,000 acres.

11th.—The entire area under cultivation, it will be seen, is 11,77,000 acres as against 9,65,000 in the previous year, or an increase of 22 per cent.

12th.—The estimated out-turn of clean cotton is, in maunds, about one million and a half, (or 11,00,000 cwt.) as against one million and a quarter (or 8,00,000 cwt.) in the previous year, or an increase of 26½ per cent.

13th.—But the Board regret to state that this average estimate of the produce that might have been looked for is not likely to be realized. The season, favorable for almost every other crop, has been an unfortunate one for cotton. The plant itself has been generally reported strong and healthy, but the long continued stormy weather and violent rain in September have seriously ruined the prospects of the crop. The same unfavorable report has arrived from every quarter; and the Board fear there will be, with hardly any exception, a scanty and indifferent out-turn. The Collector of Meerut reports that the plants have in many places shed their still undeveloped pods, broken off as stalks of wheat are by a hail-storm. In some other quarters the damage seems to have been done at an earlier stage when the blossoms decayed and fell off from continual wet, and the absence of sun-shine. In many places the cultivators have been so despoiled by the prospect of loss that they have neglected to weed the plant.

14th.—It is impossible at this early period of the season to say what the proportion of loss is likely to be. The first pickings are the most plentiful and the best,—and a large portion of these in many parts have been irremediably injured and lost. But, as before stated, the plants are generally healthy, and the secondary flowerings may yet lead to valuable produce, sufficient in a great measure to make up for the loss. In some parts of the Upper Doab where the sow-

ings were early, there has already been a gathering of blown cotton,—though it may be feared of an injured quality.

15th.—Towards the end of the year the Board will again report how far these fears and hopes, respectively, have been justified by the result.

16th.—I am now directed to place before the Government such information as the Board have been able to collect of the amount of cotton lately transported or now on its way to Calcutta.

17th.—Mr. Brodhurst, Collector of Ghazepoor, writing at the end of September, estimates on careful enquiry that upwards of 2,00,000 maunds (nearly 15,000 cwt.) had either passed down the river since May last, or were ascertained to be en route from Agra, Mirzapoor, &c. The details are as follows:—

<i>Already exported.</i>		<i>Maunds.</i>
238 boats from Western stations to Calcutta	...	88,725
47 ditto ditto from Ghazepoor	...	19,625
		1,08,350
To other stations east of Ghazepoor	...	30,000
<i>En route.</i>		
Coming from Agra	...	20,000
Ditto ditto Mirzapoor	...	25,000
Being laden at Ghazepoor	...	5,000
In store at Ghazepoor for exportation	...	10,000
Despatched by Ganges Steam Navigation Company's steamers	...	2,300
Estimate of despatches by other steamers	...	10,000
		2,10,650

18th.—This estimate is believed to be short of the mark. The Collector of Mirzapoor reports that "as far as he can ascertain about 25,000 bales of cotton have been despatched by steamers to Calcutta. This is about one-fourth of the amount that has been exported in native boats."

19th.—The exportation still goes on, but there is at present a lull as the wharves and warehouses in Calcutta are said to be so overstocked with bales that there is at present no space for more.

20th.—The transportation of cotton by steamer from the Upper Provinces is a thing quite unprecedented. The following memorandum by Captain Bird on the subject will therefore prove interesting. It is dated the 9th October.

"Cotton was first shipped by steamer from Allahabad on the		9th of August last and up to this date,
Steam Shipment.		just two months, there have been des-
patched by vessels of the India General,	bales	1,390
By vessels of all other Companies	...	1,444
	Total bales	2,834
Averaging 2 maunds each	...	maunds 5,668
Arrivals from August to		During the same time there
October 9, 1862.		came by Rail from Agra 11,386
	bales, weighing maunds	22,567
By cart the arrivals have been small and may be estimated		
at maunds	...	1,000
And by country-boats	...	5,000
	Total arrival in mds.	28,567

"This estimate is moderate and probably within the mark, as the Ghat Manjia states that 25,000 maunds have left by country-boats within the last two months.

Cost of freight. "All this cotton went in loose bales and cost by steam freight three rupees, and by boat one rupee, per maund.

"A loose bale of 3 maunds measures 42 cubic feet, and the same bale screwed measures 19 feet. The difference in freight is 100 per cent. either by steam or boat. The screwed cotton from Mirzapoor is taken by steamer at Re. 1-8 per maund, and will probably soon be taken at Re. 1; the same rate will rule at Allahabad.

"The cost of screwing at Mirzapoor is 1-10 per bale of 3 maunds, but as labour is rather dearer at Allahabad, we may calculate on Re. 1-12 per bale as a fair rate; but this charge is compensated for by the following advantages,—the person screwing cleans the cotton from sand and other impurities, provides gummies and lashings, and sends the cotton to market in a much more salable condition, the risk from

fire, water, and pilfering—which last may be reckoned at 10 per cent.—is reduced to a minimum, and by the most moderate estimate the shipper derives an advantage by screwing of one rupee per maund, whether cotton be sent by cart or country-boat, and Re. 1-8 per maund if sent by steamer.

"From Mirzapoor all cotton sent by steamers, and most of that sent by country-boat, is screwed and the shipments by steam have been quadruple of that from Allahabad, if I may judge by the quantity the vessels of the India General have taken: a considerable proportion of the cotton that comes down the Jumna and Ganges is screwed at Mirzapoor, but if the same facilities were given at Allahabad, I see no reason why it should pass this station.

"There are no screws at Ghazeepeer and no shipments by steamers."

21st.—Cotton first began to be conveyed by railway in May last. Since that period the amount thus carried from Agra to Allahabad has been as follows:—

May	Maunds	1,191
June	"	2,815
July	"	4,020
August	"	17,206
September	"	12,320

Total in five months 37,552

22nd.—But the want of screws is greatly felt both by the railway authorities and the private trader. About 45 maunds is the greatest quantity that can be packed in one truck, and a truck cannot be run from Agra at a lower cost than from thirty to thirty-five rupees. This is at the rate of about a rupee per cwt. for 280 miles. So that the carriage of cotton barely pays in its unscrewed state.

23rd.—The same difficulty has also been experienced in shipping unscrewed cotton by the Ganges Canal, as the boats can only be partially laden, or they come in contact with the low-arched bridges of the canal. The cotton which has been transported in the loose unscrewed bales to Calcutta, has likewise suffered greatly from exposure

to the dust storms of the hot winds, and saturation from wet during the rains.

24th.—It is therefore with much satisfaction that the Board have received the intimation conveyed in your letter No. 3,856A, dated the 10th September, that the Government have authorized the construction of a cotton press to be placed at one of the falls of the Ganges Canal in the Upper Doab, and there worked by water power.

25th.—It must however be borne in mind that the smaller class of speculators in these provinces could not make use of screws, because "screwed cotton" as Mr. Hogg writes from Mirzapoor, "would only be received from well-known dealers, as cheating by the mixture of inferior cotton is easier in this case." Seed and impurities screwed with the cotton would also permanently injure the quality. The operation must be undertaken by some well-known parties, whose name would be a sufficient guarantee to the quality. The Board would therefore suggest that it would be advisable to plant the screw, not, as proposed by Colonel Turnbull, in the Meerut district, but as near as possible to Allypore, Hatras, or some such leading cotton mart where the larger traders are to be found.

26th.—The Board are glad to learn that Captain Bird has ordered three cotton screws to be established here at the Jumna ghat, and that Mr. Palmer is about to do the same at Agra.*

27th.—At Mirzapoor there are five screws, of which four belong to European merchants, and one to a native dealer. The latter is used by such other native merchants as occasionally screw their cotton, but the most of the bales sent by the native firms are unscrewed.

28th.—In furnishing their returns, a few remarks of interest have been made by one or two of the collectors.

29th.—Mr. Palmer writes from Bijour: "I have circulated in this district samples of American Cotton supplied by Messrs. Mosley

* The Collector of Meerut writing on the 15th October also reports that "Mr. Michel is setting up a cotton screw on his estate; and it will be ready for work immediately. It is constructed after the latest and best principles. He hopes to get a canal cut and water power to work it by next season. In the meantime he is obliged to satisfy himself with manual labour or bullock power. Next season, it will be available to the public. This press is established with his new indigo factory at a village called Musorie; and actually on the canal banks, so that when pressed all cotton can be shipped down straight to Camppore."

and Hurst, the Agents of the Cotton Supply Association; and I have also forwarded to them on behalf of a wealthy and respectable merchant, two samples of Bijnour grown cotton, one very carefully cleaned, and the other in ordinary condition; requesting to know what price each would command if delivered at Calcutta. This year if the sample of well cleaned cotton (which surpasses their own samples in point of purity) be approved by Messrs. Mosley and Hurst, and command a fair price, a small consignment of it will be made, and next year, if desired, a very large amount will be secured."

30th.—Mr. W. A. Forbes, C. B., says regarding Meerut, "all the returns show a considerable increase in the quantity of land under cotton cultivation this year, as compared with 1861-62, not so much as would perhaps be expected from the unprecedented rise in the price of cotton, but it must be remembered that Meerut is not a cotton growing district, the staple products are decidedly sugar and grain, and in one particular tract near the estates of Mr. John Michel, Indigo is being freely sown to a considerable extent under very favorable circumstances."

"There is also another reason operating against a very rapid extension of the area of cultivation, and that is that the cultivation as yet does not greatly profit by the rise in price."

"There are two European agents at present resident in the district and ready to buy from and pay the growers, but the majority of buyers are middle men and bunnials, who have the zemindars and cultivators in their power. Under these circumstances I consider the increase as it stands favourable, and should the price continue at any thing near the present mark, competition amongst the purchasers must tend to benefit the agriculturists, and induce them to grow more largely."

"Mr. John Michel, to whom Government have lately sold an estate in this district, has been using his utmost endeavours to encourage the cultivation of cotton, purchasing largely direct from the growers, making advances where necessary, and taking payment of balances in cotton at market rates."

"The late telegraphic news of a fall in the English market of 4 pence per lb., does not seem as yet to have had any very serious effect upon the price, but it must yet do so, for I know that one large buyer, Mr. Cohen of Meerut, has received orders to suspend his operations for the present in the market."

"Mr. Michel in a memo. to me on the subject, makes the following remarks which are worthy of notice, as showing that a new set of speculators are showing themselves in the market, and I trust that in the end with advantageous results to the cultivators:—he says "no advantage to cultivators, as all the crop was in the hands of the bunnials, months before. This will always be the case without a great change in the system of revenue collection. The bunnials being all sold out (of cotton $\frac{1}{2}$) now, and having the zemindars in their books, will let prices down on small sales, when the crop is in full swing buy low and hold up the market. Their only competitors the *Marwaris opium speculators*, which trade, being now only a moderate profit, is being relinquished for the safer and larger cotton trade, but these men, although scouring the district now in all directions on camels, are unknown, and therefore not trusted by the zemindars. This with their long established obligations to the bunnials, compel them to sell sharp to meet the revenue demand."

"The above quotation from Mr. Michel is given, not because I concur with some of his reasons, but as shewing the novel spectacle of the famous opium merchants from Bombay, entering upon the cotton speculations in the North-western Provinces; at present it is said their bills upon distant and unknown firms, are looked upon with suspicion, although a bid of a lac is accepted without question in the Calcutta opium market. It would be curious to know how far these enterprising merchants are carrying their speculations."

"As will be seen from the abstracts of *tehsildar's* report, in the column of remarks to the return, the prospects of the coming cotton crop are not considered bright. The long continued and heavy rains have destroyed, it is said, nearly one-third of the yield, and the loss will be the more felt by the cultivators by reason of the greater acreage under cotton. But there are two considerations which give hope for future alleviation: the first is that the amount of rain-fall may so far strengthen the plants as to increase the yield of second pickings considerably, and the other, that English speculators with hard cash in their hands may cause prices to rise."

31st.—The Collector of Mynpoory writes that "advances are fully given for cotton to be delivered at the rate of 9 seers (uncleaned) per rupee."

32nd.—Referring to Mr. Under-Secretary Sandford's letter of the

9th instant, I am directed to say that a copy of this report has been communicated to the Secretary of the Chamber of Commerce direct, in order to save time.

I am, Sir,

Your most obedient servant,

(Signed) G. H. M. BATTEN,

Secretary.

(True Copy)

M. WITTENBAKER,

Assistant Secretary.

SUDDER BOARD OF REVENUE,

N. W. P., ALLAHABAD,

The 18th October 1862.

(Copy.)

No. 913 of 1862.

FROM

G. H. M. BATTEN, Esq.,

Secretary to the Sudder Board

of Revenue, N. W. P.,

TO

J. D. SANDFORD, Esq., B. A.,

Offg. Secretary to the Government

of the N. W. P.

Dated Allahabad, the 19th Dec. 1862.

Receant.

Present.
W. Mistr. Esq.
Senior Member.

SIR,—As promised in paragraph 15 of my address No. 771, dated the 18th October last, I have now the honor by direction of the Sudder Board of Revenue, N. W. P., to submit a report upon the yield of the present cotton crop.

2nd.—In the districts north of Meerut it was about one-fourth

below the average. Further down the crop was better, the loss being about a tenth, or at most an eighth; this applies to Meerut, Boohundshulur, and Allyghur. Throughout the lower Doab, the out-turn has been fair, in some places even above the average.

3rd.—Upon the whole the expectations expressed in paragraph 14 of the Board's last address, have been fully realized in respect of the districts lying to the north of the Jumna; and the increased area, then reported as having been sown with cotton, may in respect of that tract of country be held to indicate the degree in which the supply for the present year has increased. The quality, however, will probably be found inferior; since, as before explained, the first pickings, which are the finest, were to a great extent lost.

4th.—The Board regret that they have a much more unfavourable report to give of the produce in the districts south of the Jumna. In Muttra and Agra, which contain an area under cotton of nearly 200,000 acres, the failure has been lamentably great. Mr. H. D. Robertson states that, in the former district, "not half of the usual quantity per acre has been secured, and that of a very inferior quality."

5th.—Similarly in Jaloun, Major Ternan estimates the yield per acre this year to be only eleven or twelve seers, instead of thirty. In Jhansie, where the crop is reported somewhat better, the loss is supposed to be about 25 per cent.; farther east again in the direction of Banda, the out-turn is probably not much above 50 per cent. of the average year.

6th.—The Board fear from the reports they have received that in Gwalior and the independent states of Bundelcund, the crop has been much below the average.

7th.—As regards price, the market rates per maund have varied during the last two months from fourteen rupees in the western districts to above twenty-one in the eastern. The following table will shew how great the fluctuations have been in the chief markets:—

RATE PER MAUND.

	31st October.	30th November.
Meerut	14 8 9	13 4 6
Allyghur	14 8 0	14 12 0
Agra	18 0 0	15 0 0
Farruckabad	21 0 0	14 8 0
Mirzapoor	16 0 0	16 0 0
Ghazepoor	21 4 0	21 4 0

8th.—The exportation of cotton from these provinces continues unabated ; every effort is strained by the speculators to carry the present crop to Calcutta at the earliest moment. Carriage of every description is pressed into the traffic ; the roads are thronged by carts laden with cotton destined for Calcutta, or some of the intermediate stations. To such an extent, indeed, has capital been invested, and carriage engaged in the trade, that customary branches of merchandise have been neglected, and the transport of salt eastward interfered with. The salt revenue has lately received an unexpected check, not unreasonably attributed to this cause.

9th.—The cotton trade is also beginning to take unexpected routes. The Senior Member was startled by meeting on the Grand Trunk Road a line of carts laden with perhaps 500 maunds of cotton moving *westwards* from Allypore, and bound for Umritsur. It appears that this is the first occasion in which cotton has been consigned from these provinces to the Punjab, for many years ; and it is now carried by that route with the view of eventual exportation from Kurrahee ; from one mart, Hattass, it has been reported that about 12,000 maunds have already been despatched to Puttiala and Umritsur, as against 14,000 for Mirzapore. The route must therefore have been found a promising one.

10th.—Mr. Muir was also surprised by meeting on the Grand Trunk Road a long string of camels, each bearing two bales or six maunds of cotton, and bound for Indore. Agents from Bombay have been busy in Agra and the adjoining districts making cotton investments ; and a considerable amount is believed to be now taking this direction, attracted no doubt by that portion of the railway already constructed from Bombay towards Central India.

11th.—The following rates of carriage from Hattass will show the comparative cost of the various routes :—

Hattass to Umritsur...	1	0	0	per md.
" " Puttiala ...	0	13	4	"
" " Mirzapoor.	0	10	8	"
" " Calcutta...	2	5	4	"

But the pressure of the present demand and the great competition for carriage are no doubt raising the cost daily above these rates.

12th.—It is satisfactory to find that the despatches from Agra by

the railway are on the increase. Since September, the figures are as follows :—

October.....	Mds.	20,950
November.....	"	45,433
December, 1st week	"	8,439
		74,822

To which if we add the quantity reported in my last letter, we have 1,12,500 maunds (above 80,000 cwt.) in about half a year.

This is independent of the large and constant traffic by country boats and carts.

13th.—During the last two months about 30,000 maunds are reported by Captain Bird to have been shipped for Calcutta by steamer, and the remainder by country boats. But the demand for freight is at present so great that carts are now engaged to go all the way to Calcutta.

14th.—Palmer and Company have commenced working their screws at Cawnpore, and are reported to be preparing others at Agra : but Captain Bird states the number of screwed bales that have yet arrived here to be small. The increased value of cotton has, however, begun to show itself in the more secure and careful manner in which the bales are packed and covered.

15th.—Captain Bird's screws at the Jumna ghat here will be in working order in a few weeks.

16th.—A copy of this address has been forwarded in continuation to the Chamber of Commerce.

I have, &c.,

(Sd.) G. H. M. BATTEN,

Secretary.

(True Copy)

M. WITTENBAKER,

Assistant Secretary to the Sudder Board

of Revenue, N. W. P.

APPENDIX N. (4.)

COTTON CULTIVATION.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 17th May 1862.

PATERSON SAUNDERS, SENIOR, Esq.

SIR,—The resolution passed by the Governor-General in Council on 28th February 1861 relative to the increased supply of Indian cotton for the English market, and to the measures needful for advancing its production and facilitating its transport from the cotton districts to ports and places whence it could be exported, contained the following paragraph :—

“ It would be very desirable that the officers employed to examine and report should be accompanied each by a member of whatever commercial community may be most interested in the produce of the district, who might observe and report on any obstacles, other than physical, which may appear to impede the cotton trade. The combined report of two such gentlemen, if well selected, would furnish information of considerable practical value regarding any province in which they might be employed.”

Acting upon that suggestion you submitted to the Chamber of Commerce the offer of your services for employment in the proposed duty, and the Committee, being of opinion that your practical knowledge of the cotton trade and of the districts where it was grown, added to a large Indian experience, well qualified you for such a mission, proposed that you should be deputed for carrying out the object in view ; and their recommendation received the sanction of the Government of Bengal and of the Supreme Government.

Your task having been duly accomplished, the Chamber received from Government a copy of your report upon the cotton districts lying between the Jumna and the Ganges. Drawn up with much ability it furnished very useful and interesting information on the past and present trade in cotton and its future prospects ; and contained valuable suggestions and reflections regarding land tenures, taxation, the contract law, irrigation, improvement of internal com-

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munication by means of canals and roads, and other points pertinent to the subject of your inquiry.

The Government of India having expressed their approbation of your services, it is the gratifying duty of the Committee to record their satisfaction that the result of those services has fully sustained the very favorable opinion they entertained of your ability to accomplish the object of your special employment ; and I am desirous to convey the cordial acknowledgment of the Chamber of Commerce for the valuable aid rendered by you in the endeavour to attain the great national object proposed in the resolution of the Governor-General in Council.

I have, &c.,

H. W. I. WOOD,

Secretary.

H. W. I. WOOD, Esq.,

Secretary to the Chamber of Commerce.

SIR,—I have received your letter of 17th May, conveying to me the cordial acknowledgment of the Chamber of Commerce for the valuable aid rendered by me in the endeavour to attain the great national object proposed in the resolution of the Governor-General in Council dated 28th February 1861.

To the very handsome recommendation of the Chamber of Commerce I was indebted for my appointment as Special Commissioner on cotton, and it is a source of great gratification to me that my reports have elicited the approval of the head of the Supreme Government—conveyed personally to myself—because such approval justifies and sanctions the recommendation of the Chamber.

I am also equally gratified with the approbation of the Chamber itself, and beg to tender to it my sincere thanks for its first recommendation of my services and subsequent approval of my labors.

I have the honor to be,

Sir,

Your most obedient servant,

P. SAUNDERS, SENIOR.

SPENCE'S HOTEL, }

19th May 1861. }

APPENDIX O.

LANCASHIRE DISTRESS RELIEF FUND.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 1st July 1862.

To

THE RIGHT HON'BLE W. CUBIT,

THE LORD MAYOR, LONDON.

MY LORD,—Much sympathy being felt in this city for the distress which unhappily prevails so extensively amongst the cotton operatives of Lancashire and Cheshire, a subscription on their behalf has been opened at the Chamber of Commerce to which voluntary contributions have been made by all sections of the community. His Excellency the Viceroy and His Honor the Lieutenant-Governor of Bengal were amongst the earliest subscribers, and on account of the contributions received up to this date, I have now the honor to enclose to your Lordship the Oriental Bank's Draft on the Bank of England on demand for £4,000. By an early mail I hope to forward a further remittance.

The Chamber of Commerce venture to forward this remittance through your Lordship, having observed in the *Times* newspaper that your Lordship had expressed a willingness to receive and distribute such contributions in the absence of any Committee organised for this special purpose. Should such a Committee have been formed by the time this remittance reaches your Lordship this draft may be made over to that body. But otherwise the subscribers to this fund leave its distribution with entire confidence in your Lordship's hands, feeling certain that it will thus reach those whose need of relief is most urgent.

It is much to be feared that any subscriptions from this country can at best but relieve to an almost inappreciable extent the want and distress which prolonged stoppage of the ordinary cotton supply can-

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not fail to cause amongst those engaged in the important industry dependent on that supply. Nevertheless as an earnest not only of sincere sympathy with their unmerited distress, but of admiration also of the uncomplaining fortitude with which their privations have so far been met, I venture to hope that these contributions will not be altogether unwelcome to those for whose behalf they have been raised.

I have the honor to be,

My Lord,

Your Lordship's most obedient humble servant,

JOHN N. BULLEN,

President.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 15th July 1862.

E. C. BAYLEY, Esq.,

Secretary to the Government of India,

Home Department.

SIR,—The circumstances under which the Committee of the Chamber of Commerce recently determined to appeal to the sympathy and aid of the community of this side of India on behalf of the suffering mill-operatives of Lancashire are so well-known to His Excellency the Viceroy that they will not trouble His Lordship with a repetition of them.

No sooner were the Committee satisfied that the necessities of the distressed people were undeniably of so painful a character as to warrant an appeal on their behalf to public sympathy than they considered it their duty to make that appeal, and so cordially has it been responded to that already the Committee have been enabled to make a remittance of £5,000 to the Lord Mayor of London.

To this sum further liberal contributions will doubtless be made; but it is much to be feared that any subscriptions from this country can at best but relieve to an almost inappreciable extent the want

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and distress which a prolonged stoppage of the ordinary cotton supply cannot fail to cause amongst those engaged in the important industry dependent on that supply.

With this apprehension therefore and having in view the pitiable condition and urgent need of the distressed operatives in England the Committee respectfully take leave to submit to His Excellency that no worthier or more benevolent appropriation could be made of the considerable surplus of the funds so generously subscribed by the British nation for the relief of the sufferers from famine in India than by restoring it to the English people for the use of those amongst them upon whom a great and grievous adversity has fallen.

The Committee having had before them the letter addressed by the Right Hon'ble the Lord Mayor of London to the Calcutta Committee of the Famine Relief Fund and His Lordship's reply to the Governor of Bombay as to the suggested appropriation of the balance held by His Excellency, are aware of the views at that time held by the London Committee on this point. The Committee readily admit the abstract difficulty of applying to any purpose however praiseworthy funds which have been subscribed for another specific purpose. They cannot however but think that had the lamentable distress which now unhappily prevails so extensively amongst the working population on whose behalf they plead then existed, the London Committee would have felt themselves justified in agreeing to the recommendation of Sir George Clerk that funds no longer required for the relief of famine in India should be applied to the relief of kindred distress in the mother country.

The extraordinary and exceptional circumstances of the case will, the Committee feel, form their best justification in asking that the large balance now in hand on account of the "Indian Famine Relief Fund" may be applied in aid of the "Lancashire Distress Relief Fund." But a short time since a part of the people of India, through no fault of their own, were suffering the deepest distress from a deficient supply of food: England came to their aid and gave generously and largely; so largely that much more was given than was required, and a large sum remains undistributed: now in their turn, and equally through no fault of their own, a part of the people of England are deprived of that work which has hitherto enabled them to buy food; the Lancashire operatives are suffering distress which they are supporting with the noblest courage and fortitude, distress

which, it is feared, is only commencing, and which will grow deeper and intenser as the supply of cotton becomes more and more deficient, and as the winter advances. The Committee do not ask aid from the people of India in return for that which the people of England extended to them; they leave that to the spontaneous action of the people of India themselves: but they *do* ask that money contributed by England to aid India and no longer required *in* India may be restored to the country that gave it to aid a part of the population of that country,—it may well be in many cases to aid the very men who gave in their time of prosperity money which they now urgently need themselves.

That such an application of these funds will commend itself to the approval of every donor to the Indian Famine Relief Fund the Committee cannot doubt; nor do they doubt that if ever distress such as visited parts of this country during last year should again unhappily prevail the English people will come forward to alleviate with the same noble generosity as before. Assuredly not the less will they be willing to do so if in this time of need a large fund for which in this country there is no immediate want is given up for distribution where it may be the means of alleviating so much misery.

On these grounds the Committee very respectfully commend this application to the favorable consideration of His Excellency in Council.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

No. 3742.

From

B. C. BAYLEY, Esq.,

Secretary to the Government of India.

To

H. W. I. WOOD, Esq.,

Secretary to the Bengal Chamber of Commerce.

Dated Fort William, the 28th July 1862.

Home Dept.

Sir,—I am directed to acknowledge the receipt of your letter dated the 15th instant, submitting for the favourable consideration of

Government an application from the Committee of the Bengal Chamber of Commerce for the appropriation of the surplus of the "Indian Famine Relief Funds" in aid of the "Lancashire Distress Relief Fund."

2. In reply I am desired to state for the information of the Committee of the Chamber of Commerce that reports were called for some time back from the Governments of the North-Western Provinces and the Punjab regarding the extent to which the surplus of the Indian Famine Funds would be required for the maintenance of the children left orphans and destitute by the famine, and that until these reports have been received and the actual amount of the available surplus ascertained no portion of the sums can be appropriated in the manner recommended by the Committee of the Chamber.

3. The Government of the North-Western Provinces and the Punjab have this day been urgently requested to expedite the submission of the reports required of them. On the receipt of these reports the question whether it will be possible, with due regard to the intentions of the donors and to the resolution already passed on this subject by the Government of India, to apply the surplus of the Indian Famine Relief Fund as the Chamber of Commerce suggest will be matter for the serious consideration of the Governor-General in Council.

I have the honor to be,

Sir,

Your most obedient servant,

E. C. BAYLEY,

Secy. to the Govt. of India.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 3rd September 1862.

E. C. BAYLEY, Esq.,

Secretary to the Government of India,

Home Department.

SIR,—Adverting to your letter No. 3742 of the 28th July the Committee of the Chamber of Commerce desire me to express a hope that

the Governor-General in Council has received the reports called for from the Government of North-Western Provinces and of the Punjab, and that His Excellency is now in a position to deal with the question of appropriating the balance of the Famine Relief Fund as submitted in my letter of 16th July.

The reports which have reached the Committee regarding the distress in the manufacturing districts in the north of England more than confirm their apprehension that private benevolence would fail to meet the rapidly increasing necessities of the suffering people, and that some more adequate provision would be unavoidable to alleviate their poverty and distress. Under these circumstances the Committee again respectfully renew their application respecting the balance of the Indian Famine Relief Fund, and earnestly trust it will be in the power of His Lordship the Governor-General in Council to comply with it.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

No. 4971.

FROM

E. C. BAYLEY, Esq.,

Secretary to the Government of India.

TO

H. W. I. WOOD, Esq.,

Secretary to the Bengal Chamber of Commerce.

Dated Fort William, the 13th September 1862.

Home Dept.

SIR,—I have the honor to acknowledge the receipt of your letter dated the 3rd instant, and to state that it has been laid before the Governor-General in Council.

2. In this letter, with reference to your previous communication of July the 15th, the hope of the Committee of the Calcutta Chamber

of Commerce is expressed that their request for the appropriation of the balance in hand on account of the Indian Famine Relief Fund to the purposes of the Lancashire Distress Relief Fund may be complied with.

3. It is unnecessary to assure the Committee that the Governor-General in Council feels the deepest sympathy for the sufferings of the manufacturing population of Lancashire, and that he would earnestly desire to do anything in his power to relieve it. The application preferred by the Committee of the Chamber of Commerce involves however a request that the Government of India will dispose of a fund held by it in trust in a manner entirely foreign to the intention of the donors.

4. It would behoove the Government at all times to be very cautious in acceding to such a request, and this is more especially necessary now, as while your letter was under consideration an intimation has been received from Bombay of an apprehended failure of crops and consequent distress in a part of that presidency, which may call for extraneous aid, and afford an opportunity of applying the balance of the Famine Fund to an object strictly in accordance with that for which it was originally intended.

5. I am to remind the Committee of the Chamber of Commerce that in replying to the proposition of Sir George Clerk (referred to in your letter of July the 15th) to return £10,000 for the relief of distress then existing in London, the Lord Mayor not only strongly objected to receive back the funds, but signified the wishes of the London Committee as to the specific manner in which the surplus money should be dealt with—namely that it should be “held in reserve, for the relief of distress of the same nature, in any part of India,” observing that “although not likely to recur to the extent to which it has lately existed in the North-west Provinces and the Punjab, destitution must be expected to prevail from time to time in particular localities, owing to the failure of crops, inundations, or other causes.”

6. The Governor-General in Council cannot but regard these words as expressing the feelings of a large portion of the original subscribers to the Indian Famine Fund, and he therefore considers it to be his duty to keep them in sight in the disposal of the balance of the fund still remaining in hand.

His Excellency in Council regrets that, in this view, he does not feel himself at liberty to act upon the suggestion which the Committee of the Chamber of Commerce have now made in regard to the appropriation of these funds.

I have the honor to be,

Sir,

Your most obedient servant,

E. C. BAYLEY,

Secretary to the Government of India.

*Statement of the Funds of the Bengal Chamber of Commerce from 1st May to
31st October 1862.*

COX V

E. E.
H. W. I. WOOD,
Secretary.

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RULES AND REGULATIONS OF THE **BENGAL CHAMBER OF COMMERCE.**

- 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; 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 and seconded by Members, may be admitted provisionally as Members by the Committee, subject to confirmation at the next General Meeting.

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- 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 of the Chamber.
- Seventh*..... 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.
- Eighth*.... That the Subscription for individual Members of the Chamber be 10 Rupees per mensem, while those alone carrying on business under any style or firm do pay 16 Rupees per mensem.
- That the Subscription for Mofussil Members be two Gold Mohurs or 32 Rupees per annum.
- Ninth*..... That the business and funds of the Chamber shall be managed by a Committee of seven Members, consisting of a 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..... All annual elections of President, Vice-President, and Members of the Committee shall be determined by a majority of votes of Members, such votes being given in voting cards to be issued numbered and signed by the Secretary; and no voting card shall be received for such purpose unless so authenticated: and all vacancies created by the absence of the President, Vice-President, or any of the Members from the Presidency for two months, or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes of Members to be taken as above in voting cards and declared by the Committee.

Twelfth ... That the Secretary be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

Thirteenth. That the General Meetings of the Chamber be held from time to time as the Committee for the time being may deem necessary. That a Special General Meeting shall be called by the President, or, in his absence, by the Vice-President, or by his order on the requisition of any five firms, Members of the Chamber,

to be held within five days subsequent to the receipt of such requisition.

Fourteenth. That all Proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

Fifteenth... That strangers visiting the Presidency may be introduced as Honorary Members for two months by any Member of the Chamber inserting their names in a book to be kept for that purpose.

Sixteenth... That the Committee be empowered to make Bye-laws which shall not be of any force until approved of by a General Meeting.

Seventeenth. That an Annual Report of the Proceedings be prepared: and, after being approved of at a General Meeting, printed and circulated.

Eighteenth. That the above Rules be added to or altered only by a majority of Members of the Chamber.

Nineteenth. That the foregoing Rules be printed, and an authenticated copy, subscribed by each Member on admission, be kept as part of the records of the Chamber. That printed copies be forwarded to Members of the Chamber, to the Secretary to Government, and to such other parties or authorities as it may be desirable to make acquainted with the objects and Rules of the Association.







