





REPORT

THE COMMITTEE

OF TH

BENGAL CHAMBER OF COMMERCE.

From 1st May to 31st October 1863.

Galentia:

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Proceedings of a General Meeting of the Bengal Chamber of Commerce held on Friday, the 11th December 1863.

WILLIAM MAITLAND, Esq., President, in the chair. The Chairman informed the Meeting that the purpose for which they had assembled was to consider and adopt, if approved, the Committee's Report of Proceedings for the half-year ended 31st October last, the confirmation of the Committee's election of nine new Members, and the transaction of any ordinary business that might be brought forward.

The Report having been read by the Secretary, the following Resolutions were unanimously adopted:

Proposed by Mr. James Rome,

Seconded by Mr. Henry Dundas,

1. That the Report of the Committee for the half-year ended 31st October 1863 now read be received and adopted.

Proposed by the President, Seconded by Mr. P. T. Ralli,

2. That the conditional election by the Committee of Messrs. Turner, Morrison and Co.; Samuel Smith Sons and Co.; Hoffmann and Co.; D. A. Smith and Co.; P. and C. Nosserwanjee Cama and

Co.; Byramjee Cama and Co.; L. W. Toulmin; R. Gentle; and Manockjee Rustomjee, be confirmed.

Proposed by the President,

Seconded by the Vice-President,

 That in all shipping orders for Jute the word Jute shall not be considered as including Jute ends or cuttings.

Proposed by Mr. Henry Dundas,

Seconded by Mr. H. H. Murdoch,

4. That the thanks of this Meeting are due to the President, Vice-President, and Members of the Committee for their arduous services on behalf of the Chamber during the past half-year.

The Chairman having acknowledged the vote of thanks on behalf of himself and his colleagues, informed the Meeting that the proceedings of the day were at an end, unless Members desired to bring forward any other subject for discussion: upon which Mr. H. Murdoch proposed that the circumstances under which so many firms had retired from the Chamber should be explained.

Chairman The Chamber stated that the Committee had anticipated any possible inquiry in this respect, and were prepared to give every explanation of the course which had been adopted by them, by placing before Members the entire correspondence between themselves and the firms who had thought proper to leave the Chamber. The correspondence had been printed, and was available to any Member who wished to see it.

The Meeting concurring with Mr. Murdoch that the correspondence should be circulated among Members, the Chairman promised that it would be placed in their hands forthwith.

The Meeting separated with a vote of thanks to the chair.

H. W. I. WOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE.

REPORT OF THE COMMITTEE FOR THE HALF-YEAR ENDED 31ST OCTOBER 1863.

COMMERCIAL TELEGRAMS FROM LONDON.

APPENDIX A.

By the Committee's circular of 30th May 1862, Members were fully informed of the circumstances under which it was proposed to obtain a weekly telegram of commercial news from London, the cost of which should be defrayed by contributions from the Chambers at Bombay, Madras, Colombo and Cochin to the extent of a moiety of the expense, the other half being paid by subscribers in Calentta.

This arrangement continued till the 30th ultimo, from which date it was necessary to modify it in consequence of the Bombay and Cochin Chambers having signified their intention to obtain from other sources the information hitherto furnished by the associated message; and the Committee placed the matter before you in their circular of 23rd July, submitting for your consideration whether the reports should be continued, and if so whether they should be published as heretofore for general information in

consideration of their being transmitted from Galle and Bombay without any charge by Government, or whether, that privilego being abandoned, they should be transmitted as private messages for the exclusive use of subscribers.

The probable annual cost of four messages a month from London to Calcutta was estimated at 12,000 Rupees; and in order to secure that annual income it was essential that the scheme should be supported by 60 subscribers of 200 Rupees each, or by a greater number at a proportionately lower rate.

This reference resulted in a large number of members expressing their wish to have the weekly messages continued, but upon the express understanding that they should be treated as private telegrams for the exclusive use of subscribers; and the required minimum number of contributors having been obtained the new arrangement came into force with Mr. Lane's Report of 3rd October.

Under the former plan priority of transmission was accorded to the Chamber's messages, and the Committee were of opinion that such precedence should be extended to the telegrams under the modified system; for they considered it as an implied condition concurrent with the expressed privacy of the arrangement, and therefore applied to Government for a continuance of this privilege on behalf of subscribers.

This concession was promptly made by the President in Council, conditional however upon the

understanding that the messages should be available to any person, whether a member of the Chamber or otherwise, who wished to subscribe towards their cost, and provided they were delivered into the Telegraph Offices at Galle and Bombay simultaneously with other mail messages, so as not to interfere with the latter should they by any special agency have been sent in earlier.

This arrangement is also subject to future modification should circumstances connected either with the public service or with the interests of the general community appear hereafter to render any alteration necessary.

THE STAMP ACT.

APPENDIX B.

With reference to Section XI of Act X of 1862 which requires that any copy of a set of bills of exchange drawn out of British territories in India shall, before it is in any manner negotiated within those territories, bear a stamp for the full amount of duty payable as if it had been drawn singly, the Committee's construction of that section, that each copy should bear a stamp for only a half or third of the full duty if of a set of two or three bills, has not been supported by the opinion of the Advocate General, who considers that the full amount chargeable on an entire set should be paid on any copy of the set which is presented, endorsed, or negotiated in India. The Advocate General admits that the

section may operate somewhat hardly, but thinks its meaning clear, and that the public revenue should not suffer, though private inconvenience and possible loss may be the consequence.

TRADE AND NAVIGATION RETURNS.

APPENDIX C.

Under instructions from the Government of Bengal, the Board of Revenue forwarded for the opinion of the Chamber copies of forms of trade and navigation returns proposed to be adopted by the Statistical Committee. These forms were so numerous and the details so scattered that your Committee discovered in them no material improvement upon the present imperfect system of rendering trade returns: figured statements should not only be unquestionably accurate but arranged with utmost simplicity, and the information so concentrated as to be found without difficulty. Your Committee therefore submitted a set of forms which they believe will be more acceptable to merchants and statistical inquirers, and hope they will be approved of and adopted by Government.

LIABILITY OF GOVERNMENT UNDER THE CUSTOMS ACT.

APPENDIX D.

By the consolidated Customs Act VI of 1863, which came into force on the 1st May last, importers can be compelled to bring all their packages to the Custom House, and under certain contingencies the officer in charge of the Custom House is bound to receive packages in custody, and to be accountable for them; but there appeared to be some ambiguity in the sections of the Act bearing on this point which inferentially but not distinctly define the liability attaching to such custody; and a reference was made to the Board of Revenue, who were requested to say explicitly what circumstances would constitute a responsibility on the part of Government, the Committee submitting that as the responsibilities of private warehouse-keepers were unmistakeably defined there should be no doubt as to those of the Government.

The Board stated in reply that they saw no ambiguity in the sections referred to, that they had no authority to interpret the Act to the Chamber, and that the point mooted could be satisfactorily solved only by a decision of the courts of law.

DUTY ON GLASGOW COTTON MANUFACTURES.

APPENDIX E.

The Committee are glad to report the successful result of their reference to Government regarding the duty levied on Glasgow Cotton Manufactures, which, by orders of the Board of Revenue, were charged with 5 per cent. duty if imported in the piece, but with double that rate if imported cut in

sizes to suit the market,—being treated as millinery and subject to the duty chargeable thereon. The proper interpretation to be given of the term piece goods as used in Schedule A. of Act XI. of 1862 having been referred to the Government of India, the President in Council determined that all goods manufactured in the piece, whether imported in the piece or cut, should be admitted at the lower rate of duty, viz. 5 per cent. ad valorem, and directed that the excess of duty levied under the contrary ruling of the Board should be at once refunded.

WORKING HOURS OF PREVENTIVE OFFICERS ON BOARD SHIP

APPENDIX F.

A notice having been issued by the Officiating Collector of Customs regulating the working hours of preventive officers on board ship, and the scale of fees for their attendance out of those hours, the Committee represented that 4 r. M. was too early for leaving off work, and that it was an inconvenient interruption of the loading or discharging of a vessel, which should be continued till sunset: they were informed, in reply, that the Lieutenant-Governor had fixed the working hours from 8 A. M. to 5 r. M., but preventive officers are entitled to the prescribed fees for attendance before or after those hours.

SURVEY AND LICENSE OF CARGO-BOATS

APPENDIX G.

The owners of cargo-boats plying within the limits of the port having forwarded to the Chamber a copy of their memorial to the Lieutenant Governor of Bengal against the survey of their boats, upon the payment of a fee of 5 Rupees, the Committee addressed the Government, stating that, although in their opinion the interests of cargo-boat owners would be rather promoted than injured by the required periodical survey, as shippers of cargo would naturally give the preference to boats which had been properly overhauled and duly admitted to the provisions of the License Act, they agreed with the memorialists that the survey was not originally contemplated, and that its enforcement was an unlooked for surprise upon them; and a consolidated fee of 2 Rupees for license, registry, and survey was recommended in lieu of the fees prescribed. The Committee were informed, in reply, that the Lieutenant Governor had decided that a general survey was an essential condition to the grant of a license, that the license should be annual, but the charge had been reduced to 3 Rupees per boat.

THE AFTER-PACKET POSTAL SERVICE. APPENDIX H.

In their last Report the Committee stated what steps they had taken with the view to obviate the inconvenience occasioned by the early closing of the after-packet, and they have now the satisfaction of announcing that their recommendations have had the approval of Government.

The river steamer employed in conveying invalids and stores to the Hospital ship "Bentinek" at Diamond Harbour, on the 9th and 23rd of each month, having been made available for carrying the afterpacket from that station to the outward bound mail steamer, the public have the opportunity of posting their overland letters up to 6 r. M. of the day the mail steamer leaves Calcutta: and it is believed that this arrangement will be permanent.

TRANSMISSION OF BOMBAY OVERLAND EX-PRESSES BY SPECIAL MAIL TRAINS FROM BENARES.

APPENDIX I.

In the appendix will be found a long official correspondence relative to the proposed transmission of the express portion of English mail letters from Bombay by special railway trains from Benares to Calcutta. It frequently happened that the overland mail express reached Benares too late for transmission by the regular daily train, and was consequently detained there till the following morning. This was a serious loss of time, and in order to obviate the inconvenience arising from such detention the question was discussed of forwarding the express either by a special engine to overtake the

ordinary train if started within 3 or 4 hours after it; or by a second mail and passenger train leaving Benares at 3 P. M. By the former plan the ordinary train could not be overtaken till it had run nearly half way to Calcutta; the upward traffic and ballasting being temporarily suspended, as nothing short of keeping the line clear till the express engine had passed would ensure safety : and by the latter arrangement the mails would arrive so late in the evening as to render their delivery at that hour a matter of very questionable advantage. These propositions were therefore abandoned: but the Committee believe that the time is not far distant when this detention at Benares will be avoided by the transmission of the express from Mirzapore direct: the line is not yet open for public traffic, but it is far advanced and will be available probably by the end of the year.

EMIGRATION OF NATIVE LABORERS.

APPENDIX J.

The Government of Bengal having requested the opinion of the Chamber as to the provisions of the Bill "to consolidate and amend the laws relating to the emigration of native laborers," which has been introduced into the Legislative Council of the Governor General, the Committee communicated with several parties (members of the Chamber and others) interested in the emigration trade; valuable information was received from these gentlemen, and

the Committee have sent in to Government a report, suggesting several alterations in the Bill.

MARINE COURT FOR TRIAL OF PILOTS CHARGED WITH BREACH OR NEGLECT OF DUTY.

APPENDIX K.

This important subject was referred to at considerable length in the Committee's last Report, and the correspondence set forth the views of His Honor the Lieutenant Governor of Bengal and the opinions entertained by the Committee: the correspondence has been continued and will be found in the appendix of this Report.

The Lieutenant Governor, having requested a reconsideration of the question, pointed out to the Committee that their recommendation practically amounted to a proposal to recur to a system which prevailed under Act XXIV. of 1845, which was found to work so badly that the law had to be repealed and Act XII. of 1859 substituted for it: that the last mentioned Act worked badly also, as had been proved by the instances of miscarriage laid before the Committee: that going back to a system which had been already condemned was no sufficient remedy; and that His Houor was strongly induced to revert to the status that existed before the law of 1845 was passed, simply empowering the Government to appoint a Court of Enquiry, and enable them to compel attendance of parties and witnesses and examine them on oath or affirmation, and on

their report to dismiss pilots, or cancel their licenses, or inflict any lesser punishment as between master and servant, the provisions of the Penal Code being sufficient for any criminal act of neglect Pilots might be liable for over and above any punishment which the Government, as their employers, could inflict.

The various points which were thus submitted as bearing upon the question were well weighed by the Committee, and their best attention given to the arguments advanced by the Government of Bengal; but, with all deference to the opinion entertained by the Lieutenant Governor, the Committee adhered to their previous decision which had been arrived at after mature deliberation. Their main conclusion was that the miscarriage of justice in the cases brought to their notice was attributable to causes other than the maladaptability of the constitution of the Court; and that no sufficient case had been made out for the changes proposed by Government.

The Committee were of opinion that the constitution of the pilot service had been so materially modified of late years that some of the provisions of the Act XXIV. of 1845, though formerly repealed for its insufficiency, might be advantageously reintroduced. That service stands now in a peculiar position both towards the Government and the public; for while its members are dependent on the former for their licenses and subjected to a certain

discipline, the majority are on the free list and look exclusively to the mercantile and shipping interest for their remuneration.

If it was considered expedient to establish a Tribunal for the trial of men belonging to such service, and if a preponderating commercial element was introduced into it, it appeared but just that the Court should be vested with power not only to investigate but also to punish, and that the action of Government should be confined to either an approval or disapproval of its proceedings. If, on the other hand, the establishment of a simple departmental Court of Enquiry was sufficient, in conjunction with the provisions of the Penal Code, to administer the law, there would be no necessity for the services of those who are ordinarily summoned for the trial of pilots, for if the punishment is to be awarded solely by Government the responsibility of the enquiry should rest exclusively with them.

MARINE MAGISTRATE.

APPENDIX To

In reply to their letter of 23rd March last, in which they submitted a proposition for the appointment of a Marine Magistrate for the port of Calcutta, the Committee were informed by the Lieutenaut-Governor that it appeared from returns received from the Chief Commissioner of Police that during the year 1860-61 there were only 339 cases, and in 1861-62 only 375 cases, connected with seamen

brought before the Magistrates, many of those cases being ordinary assaults and thefts, requiring no special knowledge how to deal with them; and that as a special Magistrate for the trial of Marine case would hardly have more than one case on each day to decide, His Honor did not consider the appointment of such an officer called for at present.

ELECTRIC TELEGRAPH.

The Chamber has been kept advised of the exertions of Mr. Adley and other parties in England to form an independent line of telegraph between Calcutta and Bombay; and the Committee are glad to report the early prospect of those exertions resulting in complete success.

On behalf of "The Oriental Telegraph Company" the Chamber has recently received a communication from the eminent engineers, Sir Charles Bright and Mr. Latimer Clark, who are associated with it: these gentlemen state that they have been long engaged in organising, by the assistance of the Indian railways, a system of telegraph similar in its constitution to the "Electric and International Telegraph Company" of England, and that terms had been arranged with nearly all the railway companies in India by which the new company obtain the use of their stations and standards, and other facilities for conducting their business, the management of which will be in the hands of the following well-known representatives of the principal Indian

railways and of the largest telegraph company in England, viz. :—

Sir Macdonald Stephenson, of the E. I. Railway Company.

A. S. Ayrton, Esq., M. P., of the Great Indian Peninsular Company.

W. Hastridge, Esq., Bombay and Baroda Ditto.

J. C. Marshman, Esq., Calcutta and S. E. Ditto. James Walker, Esq., Madras Ditto.

John Chapman, Esq., Great Southern of India.

J. F. Leith, Esq., Eastern Bengal Ditto.

Hon'ble R. Grimston and Capt. M. Huish, Electric International Telegraph Company.

C. L. Peel, Esq., Telegraph to India Company.

Sir Charles T. Bright and Latimer Clark, Esq., Engineers.

With a Board of Direction constituted as the above, the new company will unquestionably have peculiar facilities for conducting in this country their contemplated introduction of a system of telegraph similar to that existing in England; and their arrangements for proceeding with the enterprise are so far advanced that the company are only waiting for a reply to a reference made to Her Majesty's Secretary of State.

Sir Charles Bright and Mr. Clark having been charged by H. M.'s Government to lay the submarine cable in the Persian Gulf expected to be on the spot in November or December; and on the completion of that service, early next year, they will probably be prepared to enter upon the operations of the Oriental Telegraph Company, commencing their Indian line from Kurrachee and working towards Bombay and Calcutta.

PROPOSED FORMATION OF A TRUST FOR THE RIVER HOOGHLY AND PORT OF CALGUTTA.

APPENDIX M.

At a special general meeting of the Chamber held on the 21st May last, to take into consideration the proposition for establishing a Trust for the River and River Bank as communicated by the Government of Bengal, the following Resolutions were adopted:—

1st.—That the best mode of managing the River
Bank is that indicated in the letter of 12th
December last from the Lieutenant-Governor
of Bengal to the Government of India, viz.,
by constituting a separate Trust for the
port and city of Calcutta to undertake the
management of all works for the improvement of the Strand and River Bank within
the limits of the port, the Board of Trust
being so constituted as to represent the
Government interests—Engineering, Customs, and Marine—the Commercial, Trading,
and Shipping interests, both European and
Native, and the Municipal interests.

2nd.—That the object in view will be best attained, and the true interests of the Govern-

ment, of the city, and of the country at large, will be best promoted by vesting the entire control of all funds necessary for such works in the Board of Trust as above constituted, and that the residue or surplus of revenue from such works be applied to the reduction of port charges, or in such other way as might tend to increase and benefit the commerce of the port and city of Calcutta.

Your Committee addressed the Government of Bengal in terms of those Resolutions, and they were subsequently informed that all the papers relating to this subject had been transferred to the Legislative Department with the view to the preparation of a Bill to be brought before the Council of the Lieutenant-Governor at the next session.

In the meanwhile the formation of a separate trust for the conservancy and improvement of the Hooghly and its banks had continued to engage the attention of the Supreme Government, and His Excellency the Viceroy, on a full review of all the arguments which had been presented in connection with the scheme, submitted the conclusions His Lordship had arrived at and decided that a separate trust should certainly be constituted; with this material modification, however, of the plan originally suggested, viz., that the River Trust might be properly authorised to undertake any works designed for the improvement of the port, such as jettics, docks, ware-

houses, and tramways for connecting the same; and that it might be entrusted with the care of the moorings, lights, and pilotage of the river,—its entire charge in short as far as the Sandheads.

The communication of the Government of India having been forwarded by the Government of Bengal for the Chamber's report as to the best manner of carrying out the larger scheme now proposed the Committee gave the subject their most careful attention and conveyed the following suggestions:—

- 1. The power and duty of carrying into effect the provisions of any Act that may be passed for the purposes of the Trust should be vested in and performed by a Body of Trustees, consisting of fifteen members, to be styled, "The Trustees of the Hooghly Navigation," who shall be a body corporate, and possess all the privileges appertaining thereto in respect of such Trust.
- 2. Of the said fifteen members six should be nominated by the Government of Bengal as representing its interests—as is done in the case of the "Clyde Navigation Trust,"—in the Engineering, Marine, and Customs' Departments; and nine should be representatives of the mercantile and shipping interests of Calcutta, and elected by the Chamber of Commerce, but from the mercantile and shipping interests generally, and not necessarily from the members of the Chamber only. The Committee think it may

fairly be considered that the mercantile and shipping classes have a greater interest than any other in the improvement of the port of Calcutta, and they therefore propose that a majority of members of the Board should be chosen from them.

- 3. There should be a Chairman and Deputy Chairman of the Trustees, who should be elected on the principle adopted in the election of the Chairman and Deputy Chairman of the Justices of Calcutta, viz. that the former shall be appointed by the Government of Bengal, and the latter by the Trustees subject to the approval of the Lieutenant-Governor.
- 4. That the Trustees to be chosen by the Chamber of Commerce shall be elected in the manner usually observed in the election of its own office-bearers, that they shall go out of office annually, but be eligible for re-election; and vacancies occasioned by death, resignation, or any other cause, filled up immediately in the manner adopted by the Chamber under like circumstances.
- 5. If any Trustee, so elected, shall be directly or indirectly interested or concerned in any contract or work or office of the Trustees he shall cease to be Trustee, and his office thereupon become vacant.
- 6. The Trustees should be authorised to appoint Committees of their number with such powers and under such instructions, directions, and limitations, as may appear to the Trustees expedient.

- 7. The Trustees should have the power to borrow on the security of the rates, works, lands, and property of the Trustees, such sums of money as may appear to them necessary for the purposes of the Trust, under limits sanctioned by the Government of Bengal, but in such manner and at such times as the Trustees shall see fit.
- 8. The Bonds and assignments of security issued by the Trustees for the sums so borrowed should be exempt from Stamp Duties, and that such Bonds should be transferable by endorsement, in the same way as is provided in the Act under which a new Municipality has lately been formed in Calcutta.
- 9. The Trustees should have the power to determine, from time to time, what port dues shall be levied on and in respect of all vessels entering or using the river, and what rates shall be levied on all goods shipped or unshipped in the river, or placed or stored in sheds and warehouses belonging to the Trustees, and for the use of wharfs, cranes, stages, and other works constructed for the convenience of the trade of the port.
- 10. All ferries should be placed under the authority and control of the Trustees and subject to such regulations as the Trustees may direct.
- 11. The River Police should be under the direction and control of the Trustees, who should have the power of appointing the Superintendent and

other officers, and of removing the same if they think fit. The Committee think that such a change as this is necessary especially after the robberies which took place last year in the cases of several shipments of Indigo, and more recently of other goods,—robberies which the River Police as at present constituted appear unable either to prevent or discover when committed.

12. The Trustees should have the power of appointing a Board, to be styled the "Pilot Board," which shall have the same authority as is now exercised by Government for the licensing of Pilots for the safe conduct and navigation of vessels in the river Hooghly, for the direction and control of all matters pertaining to the pilotage of the port, for imposing and enforcing penalties for breach of any bye-laws, rules or regulations made by the Pilot Board, and for the management of any fund now existing or which may be created hereafter for the benefit of pilots belonging to this port; and that members of the Board of Trustees should be eligible as members of the Pilot Board.

The foregoing appeared to be the main features to notice in the present stage of the question, and they were submitted as such for the consideration of His Honor the Lieutenant-Governor.

The entire correspondence will be found in the appendix.

COTTON CULTIVATION

APPENDIX N.

The Government of India has continued to furnish the Chamber with Reports upon the cultivation of cotton in the central and upper provinces, and members have been supplied with reprinted copies of these interesting and important documents.

In connection with this subject the Committee thought it desirable to ascertain whether the largely increased cost of imported cotton manufactures has had any influence upon the industry of native weavers; and the Government has promised to consider this reference: any information that may be collected will hereafter be furnished to the Chamber.

GOVERNMENT TIMBER PURCHASING AGENCY AT RANGOON AND MOULMEIN.

APPENDIX O.

On the 26th June a representation to the Government of India was made by the Landholders and Commercial Association and the Chamber of Commerce, conjointly, in support of a petition from the merchants of Rangoon and Moulmein, who renewed their remonstrances against the intention of Government to establish at those ports agencies for the purchase of teak timber.

Your Committee entirely concurred with the petitioners as to the mischievous consequences likely to result from the interference by the State with the ordinary course of trade; and they were surprised, after the declared policy of Government in regard to matters of private enterprise, that any endeavours should be made to enter into arrangements which involved a direct competition with the merchant.

The proposed agencies have however been abandoned; the Hon'ble the President in Council being of opinion that circumstances had altered materially from those which induced the Government in 1861 to approve of the scheme; that owing to recent changes in the Indian Marine a special agency for the provision of timber was unnecessary; and that timber required for the use of other departments of the Public Service should be obtained by inviting tenders for supply in the ordinary way.

SIR A. COTTON'S ADDRESS ON IRRIGATION.

APPENDIX P.

The address with which Major General Sir Arthur Cotton favored the Chamber at a special meeting held on the 7th of May last must be fresh in the recollection of members; the Committee need therefore but briefly refer to it in this part of their Report; but the entire memorandum on the projects of irrigation proposed in Bengal and the North-western provinces will be found in the appendix.

The points chiefly propounded were the distribution and regulation of the water of the rivers Mahanuddee, Brahminee, and Byturnee in the province of Orissa: of constructing a weir across the Soane, and main and branch canals between the different rivers in the province of Behar: and of conducting somewhat similar operations in the province of Oude.

In dealing with these large measures of internal improvement Sir Arthur Cotton was of opinion that there existed abundant data for the conclusions had formed; and his long and extensive experience in similar works on a large scale in the Madras presidency satisfied him that the valley of the Ganges was far more favorable for the regulation of its waters than the irrigated districts in Madras, and that results at least equal to those obtained there could certainly be produced by the same means here.

LANCASHIRE DISTRESS RELIEF FUND.

The results of the Chamber's movement in aid of the distressed operatives in the Cotton manufacturing districts of England have been most gratifying; the sum of £47,000 announced in their last report as having been remitted from Calcutta to the Mansion House Committee in London has been increased to nearly £54,000,—exclusive of remittances from Bombay and Madras and other places—a substantial testimony of the sympathy felt by all classes of the community of this country for the sufferings and privations of our countrymen at home, and admiration of the unexampled fortitude with which they have been so long endured.

MEMBERS,

The following gentlemen have been admitted by the Committee members of the Chamber subject to the confirmation of a general meeting:—Messrs. Turner, Morrison and Co., Sanuel Smith Sons and Co.; Hoffmann and Co.; D. A. Smith and Co.; P. and C. Nosserwanjee Cama and Co.; Byramjee Cama and Co.; L. W. Toulmin, R. Gentle, and Manockjee Rustomjee.

And the following members have retired from the Chamber:—

The Agent of the Oriental Bank Corporation; Messrs. Dickinson Brothers and Co.; Jardine, Skinner and Co.; Gillanders, Arbuthnot and Co.; Gladstone, Wyllie and Co.; Williamson Brothers and Co.; Lyall, Rennie and Co.; Wattenbach, Heilgers and Co.; and Potter and Co.

FUNDS OF THE CHAMBER.

APPENDIX O.

The half-yearly balance of the funds of the Chamber amounts to Rs. 4,591-2-0 in the Bank of Bengal, in addition to the reserve in Government Securities of Rs. 7,500.

WILLIAM MAITLAND,

President.

Calcutta,

31st October 1863.

APPENDIX A.

COMMERCIAL TELEGRAMS FROM LONDON

BENGAL CHAMBER OF COMMERCE,

Calcutta, 27th August 1863.

E. C. BAYLEY, ESQUIRE,

Secretary to the Government of India,

Home Department.

Sin,—The Committee of the Chamber of. Commerce request you will do them the favour of bringing to the notice of the Honorable the President in Council that the weekly commercial messages hitherto published as public news on the arrival of the English mail at Galle and Bombay, and which for the last 12-month have been transmitted from London to Suez at the joint expense of this Chamber and of the Chambers at Bombay, Madras, Colombo, and Cochin, will be discontinued after the 20th proxime; the Chambers at the other places having found it convenient to make independent arrangements for obtaining the information in which each is specially interested.

With the above exception, the expense attending these commersummaries has for several years been borne exclusively by this Chamber; the commercial community of India having had the benefit of such intelligence without contributing in any way whatever to the cost incurred.

In consequence of the secssion of the other associations, the question of continuing the weekly telegrams has been under the consideration of the members of this Chamber, and their decision and wishes in this respect I am now directed to communicate.

The annual cost of a weekly telegram from London to Calcutta is estimated at 12,000 Rupees; and a considerable majority of the members have consented to contribute to that cost; but upon the distinct understanding that the messages shall not be published as public news, but treated as private information for subscribers; for they see no reason why non-contributors should derive any advantage from an arrangement the heavy expense of which is to be defraved entirely by themselves.

That expense includes the charge of transmission from Bombay and Galle. Hitherto that charge has not been made, the telegrams having been sent free as public news and published in the Government Telegraph Gazette for general information. The Committee desire to record their sense of the liberality of the Government in this respect and to thank the President in Council for the privilege so long conceded; but the continuance of which will not be necessary if the modified arrangement is carried out.

In order to include items of interest to so many subscribers, their associated messages must of necessity be much longer than those which they would individually receive; but that unavoidable longth creates a difficulty which the permission of Government can alone remove; for its provided by a rule under Act XXXIV of 1854 that the shorter message shall invariably have priority of transmission; and as the associated message will probably be the longest, it will in that case be also the last transmitted; but such transmission will altogether defeat the utility of the telegram, and render valueless the arrangement earried out as so much cost.

The Committee therefore on behalf of the subscribers beg respectfully to bring this matter to the favourable notice of the President in Council, and they trust His Honor will, as a special case, authorise the rule to be relaxed in their favour. They are prepared to meet the objection which may possibly be raised to such priority being accorded, by observing that it may be regarded as an impossibility to keep secret the intelligence simultaneously communicated to aixty merchants; it would no doubt be imparted to brokers and others and thus made public; they therefore who would get the shorter separate telegrams a Hitle later would have also the advantage of their own advices being corrected or confirmed by the earlier general nessage.

The Committee would moreover represent that as the message is open to any one desirous of participating in the information conveyed by it, it is manifest that there can be no purpose of monopolising such information; and there is no objection whatever to those who receive their separate telegrams joining in the associated

If the point now urged cannot be conceded, the arrangement in which so many members are interested will, the Committee fear, most probably be abandoned.

I have the honor to be,

Sir,

Your most obedient servant,

H. W. I. WOOD,

Secretary.

No. 5887.

FROM

E. C. BAYLEY, ESQUIRE,

Secu. to the Govt. of India.

To

H. W. I. WOOD, ESQUIRE,

Secy, to the Bengal Chamber of Commerce.

Dated Fort William, the 15th September 1863.

Home Derr. Elec. Tel.

Sin,—I am directed to acknowledge the receipt of your letterdated the 27th ultimo, convoying the request of the Committee
of the Chamber of Commerce that the rule of the Blectric Telegraph Department, which gives a preference in case of messages simultaneously received for despatch to those of the
fewest words, may not be allowed to operate to the disadvantage of the commercial messages from London, for the
receipt of which by each mail the Chamber of Commerce now
proposes to enter into new arrangements. It is intended that the

message addressed to the Chamber of Commerce shall in future be paid for instead of being transmitted free over the Imdian lines; that it shall be treated as a private message instead of being published, as at present, immediately on its receipt by the telegraph office; and that only those members of the Chamber and other persons who subscribe towards the expense of the arrangement, shall be admitted to the benefit of it. The Committee of the Chamber are desirous that, notwithstanding this change, the Government will still allow priority of transmission to be given to the message in the contraction of the contraction of the contraction.

2. In support of this request, it is urged that a considerable majority of the Chamber, and some others not belonging to the Chamber, have agreed to subscribe for a joint message; but that there is no purpose of monopolising the information to be so obtained, inasmuch as it is open to any one to subscribe to the message who may be desirous of participating in the advantages of it. It is also pointed out that as an associated message, common to a large number of firms, must necessarily be longer than messages for single firms, the enforcement of a rule that the shorter messages shall invariably have priority of transmission when two r more messages are simultaneously delivered into a Telegraph Office would have the effect of always postponing the associated message to the last, and would in fact be practically prohibitory of such a message.

3. The President in Council having fully considered this application, and having regard to the great difficulty of laying down any rule whatever for regulating the order in which mail messages simultaneously received by the offices at Galle and Bombay shall be transmitted, which can be satisfactory to all concerned, and fully admitting that the existing rule, which gives priority to the shorter messages, has little of either reason or justice to recommend it, is willing to concede the advantage asked for by the Committee of the Chamber of Commerce, so far as to allow the mail message addressed to the Chamber to take precedence of other mail messages (not being messages already entitled under any existing order to special precedence) which may be delivered into the Telegraph Office at Galle or Bombay at the some time. This condition it is considered necessary to state precisely and specifically, because it.

may sometimes happen that, either owing to accidental delay in the Post Office, or by some special agency, other messages from the mail steamers may reach the Telegraph Office before the message for the Chamber is received : and in such cases priority of transmission cannot be allowed to the Chamber's message, even though it may be received in the Telegraph Office before the transmission of some of those previously received has been commenced. It will be distinctly understood that the concession now allowed is made on the understanding that the Chamber's message is to be available to any person, whether a member of the Chamber or otherwise, who may be willing to subscribe towards its cost; and I am desired also to intimate expressly that the arrangement now authorised must be regarded as subject to future modification, should circumstances connected either with the public service or with the interests of the general community appear hereafter to render an alteration necessarv.

I have the honor to be,

Sir,

Your most obedient servant,

E. C. BAYLEY,

Secy, to the Gort, of India.

APPENDIX B.

THE STAMP ACT.

No. 538.

FROM

J. P. GRANT, Eso.,

Offy. Jr. Scerctary to the Board of Revenue.

To

THE SECRETARY, BENGAL CHAMBER

OF COMMERCE.

Fort William, the 8th May 1863.

W. J. Allen, Esq.

Sin,—By desire of the Board of Revenue, I have the honor to forward herewith a copy of the Advocate General's opinion, received through the Secretary to the Government of Bengal, on the question raised by the Chamber of Commerce, in your letter of 17th December last, "relative to the construction of Section XI Act X of 1862, which sets at rest the doubts hitherto entertained on the subject.

I have the honor to be,

Sir.

Your most obedient servant,

J. P. GRANT,

Offg. Jr. Secretary,

OPINION.

I confess that I am unable to see any ambiguity in the 11th section of the Act. The term "denoting" is used throughout the Act from the 4th section downwards in the same sense. A stamp denotes the amount of duty which is printed on it. A stamp denotes the duty charged by the Act on a bill for Rs. 10,000 drawn singly by having printed on it the amount of that duty—viz. Rs. 12. It appears to me that the construction contended for by the Cham-

ber of Commerce renders the use in the 11th section of the words, "whether the same be a single bill or one of a set of two or more bills", and "when drawn singly" entirely unmeaning. The legislature can hardly be supposed to have introduced these words with reference to bills drawn out of India for less than Rs. 100, and putting that class of bills out of sight, in every other case the section according to the construction of the Chamber of Commerce would have the same effect if the words I have referred to were left out. But it is clear, when one contrasts "any bill of exchange," with "one of a set" that the legislature mean to provide that one of a set drawn out of India must be stamped as if it had been drawn singly. That the section may operate somewhat hardly is true; but I think its meaning is clear. When it is compared with the 12th section, it will be seen that the legislature ensure that the public revenue shall at least get the full amount of duty payable on a set of bills whether drawn in or out of India. As to bills drawn in India, this is ensured by providing that where a bill purports to be drawn as one of a set the drawer must at the same time draw the rest of the set on properly stamped paper. As the same enactment could *** be applied to bills drawn out of India in sets, the 11th section ensures that the full amount of duty on the whole set shall be paid in respect of any one of the set which is presented, endorsed, or negociated in India.

T. H. COWIE.

7th April 1863.

(True copy.)

F. C. SANDES,

Solicitor to Government.

(True copy.)

J. H. CASHMAN.

Offg. Register, Bengal Sceretariat.

Board of Revenue, Fort William, The 8th May 1863,

(True copy.)

J. P. GRANT,

Offy, Jr. Secretary,

^{*} Published in the Chamber's last half-yearly Report.

APPENDIX C.

TRADE AND NAVIGATION RETURNS

No. 236.

From

R. B. CHAPMAN, ESQUIRE,

Offg. Secretary to the Board of Revenue,

To

THE SECRETARY TO THE CHAMBER OF COMMERCE

Dated Fort William, the 15th August 1863,

Land Revenue Miscellancous, A Grote, Esq.,

of Customs to Board.

Sir,-Under instructions from the Government of Bengal, I am

directed by the Board of Revenue to forward the papers as per margin, * and to request that you

* Board's letter No. 125, dated 13th July with enclosures (criginal) to Collector of Customs. Letter No. 272, dated 21st July, from Collector

will favor them with an expression of the opinion of the Chamber of Commerce regarding the forms of trade and navigation returns proposed for adoption by the statistical committee.

2nd. The more detailed forms, which were received subsequently to the date of the Collector of Customs' letter, will furnish all the needful information regarding the trade between this and other ports; but the Board will be glad to be favoured with any remarks that the Chamber may have to offer on Mr. Crawford's other suggestions.

3rd. The return of the forms is requested with your reply.

I have the honor to be, Sir.

Your most obedient servant, R. B. CHAPMAN,

Offg. Secretary,

No 125.

FROM

R. B. CHAPMAN, Esq.,

Offg. Scey. to the Board of Revenue,

To

THE COLLECTOR OF CUSTOMS.

Customs,

A Grote, Esq.,

SIR,-I am directed by the Board of Revenue to forward the papers as per margin,* and to request . Forms in connection with nathat you will favor them, on as early

vigation and trade of Calcutta.

a date as practicable, with an expression of your views and with any

Fort William, the 13th July 1863.

suggestions you may have to make on the forms of accounts, in connection with the trade and navigation of the port of Calcutta, proposed by the statistical Committee.

2nd. The enclosures of this letter are to be returned with your report.

I have, &c.,

(Signed) R. B. CHAPMAN,

Offg. Secretary.

No. 272.

J. A. CRAWFORD, Esq.,

Offg. Collector of Customs, Calcutta.

From

THE OFFICIATING SECRETARY TO THE BOARD OF REVENUE, CALCUTTA.

Dated Fort William, the 21st July 1863.

SIR,-I have the honor to acknowledge the receipt of your letter No. 125, of the 13th instant, with enclosures.

2nd. In reply I beg to state that the forms appear to me to be very simple, and well calculated to attain the object in view, viz, correct returns of the trade and navigation of this port. But no provision seems to have been made for giving any separate returns between this and other ports, without which it will be impossible to arrive at any comparative results. With the exception also of a few of the principal imports, there seems to be no intention of recording the origin of goods, that is from whence imported.

3nd. I observe too, that apparently the returns are meant to be for the calendar and not the official year, as will be seen from the heading of the columns in each return; whether this will be acceptable to the mercantile community or not I am unable to say; speaking for the convenience of the office alone, I would strongly prefer the calendar year, as the basis of all the annual returns.

4th. Whilst this matter is under consideration, I would beg to suggest the propriety of introducing one uniform system of trade and navigation returns, not only through the ports subject to the Government of Bengal but throughout India. With different forms of returns it is a troublesome matter to institute comparisons; but with the same forms a comparison is easily arrived at. There are of course certain staples which will appear in the returns of this which cannot be exhibited in those of other ports, so that whilst insisting on the same details in returns, there should be discretion left to the authorities in other places as to the different heads of entry required at each port. With the additions noted by me, I do not think simpler forms could be devised. I would suggest however, that, if adopted, there should be no comparative returns till the second year, that is that the new forms should not take up the returns of the past year, but stand out as a completely new system, dating from its first introduction alone.

I have, &c.,

(Signed) J. A. CRAWFORD,

Offia. Collector of Customs,

Bengals Chamber of Commerce, Calcutta, 14th September 1863.

R. B. CHAPMAN, Esq.,

Offig. Scey. to the Board of Revenue.

Sin,—I am directed by the Committee of the Chamber of Commerce to acknowledge receipt of your letters Nos. 236 and 261 of 15th ultimo and 2nd instant.

With reference to the views expressed by the Officiating Collector of Customs the Committee are of opinion that the convenience of the mercantile community would be better promoted if the trade returns proposed to be adopted by the statistical committee are given for the commoncial year from 1st May to 30th April as hitherto published.

The Committee think, with Mr. Crawford, that unless returns of trade with each port are duly recorded no accurate comparative results of the general trade of the country can be arrived at: and there can be no question as to the expediency of uniformity of system at the three Presidencies.

With the introduction of the new system involved in the returns forwarded by the Board there may be some difficulty in giving comparative returns for two or three years past; but if these can be furnished the general statement will be all the more valuable

If the Committee rightly apprehend the object of the statistical Committee the following trade actums are proposed to be adopted:—

General imports of Roroign trade—dutiable.

morehandise......)

,, free.
,, Coasting trade—dutiable.

Quantities and values of the above being duly detailed.

General exports of receign and coasting as above.

Quantities and values of these being duly detailed.

Imports and exports of bullion and specie,

Bonding account.

Imports and exports-Foreign and coasting tonnage,

It appears to the Committee that in all statistical trade returns the chief point to obsarve, next to extreme accuracy of the figure statement, is simplicity of arrangement, so that any item of import or export can be at once traced, its declared or computed value accertained, its liability to, or faceloun from, duty duly recorded, as well as whether the imported articles had passed into consumption having paid the duty, or whether they were placed in bond subject to the duty payable on their clearance, &c, &c.

Now the printed forms, which the Committee have carefully gone through, provide that these particulars shall be given, but not in that concentrated form in which it is so very desirable the details should appear.

For instance if you inquire after sloss, one of the very first items in the list of imports, you will find it in Table No. 1, Coasting trade—Daty free—as coming from Bombay; but that is not the only entry, for you will find it also in Table No. 2, Imports and commuption foreign—Datifable—as coming from Aden.

Again as to piece goods which are imported from all places, and subject to duty or not as the case may be, there is the same necessity for searching out the particulars. And so on with other items.

To give these particulars in a collected form, and to concentrate in one page the details which may be otherwise found in half a dozun, is the object of the Committee in offering the accompanying forms for the Board's consideration. Not to trouble the Board with too many forms the Committee forward only 3, which they loop will be sufficiently explanatory.

No. 1—gives a statement of all articles of merchandise imported into Calcutta in any one month—say August 1863.

No. 2—the aggregate results from the commencement of the year and ending with the month of August. No. 3—a statement of all merchandisc imported in that month as compared with imports for same month in three previous years.

Considering the amount of information which the statistical committee require, the returns must be voluminous, necessarily; but the details are brought into a much smaller compass in the specimen forms herewith submitted than in those they have had the opportunity of examining; for you will observe that in each of the three forms you find the returns of imperis that have been passed duty, that have been placed in bond, and that have been passed free; and hose only so, but these distinguishing details have reference to goods imported as well from foreign places as from our own coasting ports: thus giving in one page a complete return of the quantities and values of any article of import whether from a foreign or a home port, whether duty-paid, bended, or free, and lassly the agergate quantity and value.

Moreover at the foot of each separate column of the monthly return you get the aggregate of the foreign and coasting trade, and the statement thus shews at a glance the entire value of each, and what portion has contributed to the revenue, or is liable to duty, and how much has come in free.

The Committee would recommend the same form for both imports and exports, merely omitting the bonded column in the tables of exports.

The tonnage returns call for no particular comment.

I roturn the forms received with your letter and hope the Board will excuse the liberties that have been taken in suggesting alterations in some of the details,

I have, &c.,

H. W. I. WOOD,

Secretary.

APPENDIX D.

LIABILITY OF GOVERNMENT UNDER THE CUSTOMS ACT.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 10th June 1863.

H. L. DAMPIER, ESQUIRE,

Sceretary to the Board of Revenue.

SIR,—Messrs. Wattenbach, Heilgers and Co. have laid before the Committee of the Chamber of Commerce copies of correspondence between the Board and themselves relative to their claim for the value of a case of merchandize ex slip "Shannon", alleged to have been brought to the Custom House and made over to the officer in charge of one of the import sheds, but which was not delivered on application and has not since been recovered.

As the Board are familiar with the diremunstances in connection with this matter the Committee will not trouble you with a recapitalist of Government through its aubordinates for the loss sustained by Messra. Wattenhach, Heilgers and Co., further than to renark that the claim would appear to be barred by the absence of any logal provision for such liability, and reating on the law as it then stood all responsibility has been disavowed.

By the consolidated Customs' Act however, No. VI of 1863, which came into force on lat May last, importers can be compelled to bring all their packages to the Custom House, and under certain contingencies the officer in charge of the Custom House is bound to receive packages in custody and to be accountable for them: but there appears to be some ambiguity in the sections of the Act bearing on this point which inferentially but not distinctly define the liability; and if the Board will be a good as to say explicitly what circumstances would constitute a responsibility under the Act the

Committee will be glad to receive the expression of the Doard's opinion. For instance would the case submitted by Messrs. Wattenbach, Heilgers and Co., fix the responsibility on the Government or Government officer?

The responsibilities of private warchouse keepers are unmistakeably defined, and there should, the Committee submit, be no doubt as to the responsibilities of Government public warchouses.

I have the honor to be,

Sir,

Your most obedient servant,

H. W. I. WOOD,

Secretary.

From

To

T. B. LANE, ESQUIRE,

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

THE SECRETARY TO THE BENGAL

No. 891.

CHAMBER OF COMMERCE.

Dated Fort William, the 6th July 1863.

W. J. Allen, & A. Grote, Esqus.

SIR,—I am directed by the Board of Revenue to acknowledge the receipt of your letter dated the 10th ultime, and in reply to state that they do not see any ambiguity in section 188 Act VI of 1863, to which you apparently refer.

2. The Board desire me to observe that they have no authority to interpret the law to the Bengal Chamber of Commerce, and that they are of opinion that the point mooted by the Chamber cain be satisfactorily solved only by a decision of the Courts of Law.

I have the honor to be.

Sir,

Your most obedient servant,

T. BRUCE LANE,

Offg. Junior Secretary,

DUTY ON GLASGOW COTTON MANUFACTURES.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 12th January 1863.

MAJOR H. C. JAMES.

Private Secretary to the Lieutenant Governor of Bengal,

SIR,—I am directed by the Committee of the Bengal Chamber of Commerce to forward to you for submission to His Honor the Lieutenant-Governor the enclosed letter to His Honor's address from Messra. Lyall, Rennio and Co. and Messra. Gillaudens, Arbuthinot and Co. and others, together with the samples referred to in Messra. Lyall, Rennie and Co.'s communication.

With reference to pare. 7 of Messus, Lyall, Rennic and Co.'s letter, and para. 2 of the letter from Messus, Gillanders, Atbuthmot & Co., and others, I am to state that the Government of India in a letter to the Government of Dengal, dated 7th May 1862 (communicated to this office under date the 28th inlent, and of which for ready reference I encloses the original) having defined the term "piece goods" used in the schedule of Act XI of 1852, as including "all piece goods of octor, silk, woollen, linen, and mixed fabrics or other goods aroundly manufactured in pieces or lengths," it is not clear to the Committee on what authority the Board of Revenue, setting saide this definition of the term by the Supreme Government, arbitrarily presist in imposing on a particular class of goods, to all intents and purposes coming within that definition, a higher rate of duty

Should further information be required by His Honor a deputation of the gentlemen interested in the import of these particular goods xvii

will be glad to wait on His Honor, accompanied by the President or Vice President of Chamber, on my being informed of His Honor's wish to that effect.

The return of the original enclosures from the Government of India is requested when no longer required,

I have, &c.,

H. W. I. WOOD,

Secretary.

No. 2897.

FROM

THE UNDER SECRETARY TO THE

GOVERNMENT OF BENGAL,

To

THE SECRETARY TO THE

BENGAL CHAMBER OF COMMERCE.

Dated Fort William, the 20th July 1863.

Customs.

SIR,—With reference to your letter dated the 12th January last and its enclosures, I am directed to forward herewith, for the information of the Chamber, a copy of the orders* of the Lieute*Endorsement to Boardor mant-Governor on the subject of the Revenue No 2.566, dated representation made by the Chamber on behalf of certain merchants of this city, and to return as requested the original papers submitted by you.

I have the honor to be.

Sir,

Your most obedient servant.

JOHN GEOGHEGAN,

Under-Secretary to the Government of Bengal.

C

No. 3843.

From

E. C. BAYLEY, Esq.,

Secy. to the Government of India,

To

THE HONORABLE A. EDEN.

Secy. to the Govt. of Bengal.

Dated Fort William, the 17th June 1863.

Home Department.

SID,—With reference to your letter No. 2578 dated 11th instant, and to previous correspondence relative to the proper interpretation to be given of the term "Piece Goods," as used in schedule A. of Act XI of 1862, I am directed to state that the President in Council, fully concurring in the view now taken by the Lieute-nant-Governor of Bengal, is pleased to determine that all goods manufactured in the piece, whether imported in the piece or cut, shall be henceforward admitted at the lower rate of duty, viz., 5 per cent. ad valorem; and that the excess of duty levied under the contrary ruling of September last shall be at once refunded.

I have, &c.,
(Signed) E. C. BAYLEY,
Secy. to the Govt. of India.

No. 2500.

Copy forwarded to the Board of Revenue with reference to their letter No. 663, dated the 5th instant, and with a request that they will issue the necessary instructions to the Collector of Customs.

By order, &c.,
(Signed) J. GEOGHEGAN,

FORT WILLIAM,

Under-Secy. to the Gort. of Bengal.

The 18th June 1863.

(True Copy.)
J. H. CASHMAN,

Offy. Register, Bengal Secretariat.

APPENDIX F.

WORKING HOURS OF PREVENTIVE OFFICERS ON BOARD SHIP,

BENGAL CHAMBER OF COMMERCE,

Calcutta, 22nd July 1863.

THE HONORABLE A. EDEN,

Secretary to the Government of Bengal.

Stn,—With reference to the notice issued by the Officiating Collector of Gutdoms, regulating the working hours of the preventive service and the scale of fees for extra labour, the Committee of the Chamber of Commerce desire me to represent that 4 r. m. is far too early an hour to fix as the close of the day for which the preventive officer is bound to work; and that to discontinue the leading or discharge of a vessel at that hour is an inconvenione interruption of the day's work which should tranniate only a sunset.

The work can be continued, the Committee are aware, on the payment of fees according to the recently authorised scale; but it is submitted that these form a material addition to the sufficiently heavy charges already imposed upon the shipping of this port; and that the ordinary operations of a vessel should not be hampered by the introduction of a system of fees, which is at the best very objectionable, and which will not improbably form a continual source of annoyance between the ship and the Customs' officer.

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

No. 489T

FROM

THE SECRETARY TO THE GOVERNMENT OF BENGAL,

To

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE,

Dated Bhaugulpore, the 7th September 1863.

Customs.

Sin,—In reply to your letter dated the 22nd July last, I am directed to state, for the information of the Chamber of Commerce, that under the provision of Act VI of 1863, the Lieutenant-Governor has been pleased to decide that the working hours of the Customs' proventive service at the port of Calentta shall in future be from 8 A. M. to 5 P. M.; and orders have been issued accordingly.

I have the honor to be,

Sir.

Your most obedient servant.

A. EDEN,

Secretary to the Government of Bengal.

APPENDIX G.

SURVEY AND LICENSE OF CARGO BOATS.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 4th Aug. 1863.

THE HON'BLE A. EDEN,

Secy. to the Govt. of Bengal.

Sir,—The owners of cargo boats plying within the limits of this port have forwarded to the Chamber of Commerce a copy of their memorial to Bis Honor the Lieutenant-Governor of Bengal against the survey of their boats and the payment of a survey fee, as directed to be made and levied by the officiating Collector of Customs in his notification of the 14th of last month—the survey fee being prescribed under the Government of Bengal notice of 3rd idom.

With reference to this representation the Committee of the Chamber desire me to state that in their opinion the interests of carge boat owners would be rather promoted than injured by the periodical survey of their property, as shippers of carge would naturally give the preference to boats which had been properly over-hauled and duly admitted to the license and registry required by the Act, and which under such provisions would invariably command employment.

Notwithstanding this concession however, the Committee agroe with the memorialists that while the Act provides for the license and registration of eargo boats (and both sections 161 and 162 refer specially to these requirements and no other) it is allogether silent as to survey. The latter section authorises, it is true, such rules and fees as the local Government may, from time to time, prescribe, but the obvious reading of these words is such rules and fees as may

be applicable to licensing and registry, and the Committee cannot but regard the subsequently introduced requirement of a survey as a complete surprise upon cargo boat owners.

And here they would instance the inconsistency of the charges prescribed under the Government of Bongal notice of 3rd July; for assuming the license to contemplate and include survey, the larger measure is made subject to a fee 3th of that imposed upon the smaller; thus making the integral bear a burden 20 per cent. less than one of its component provisions.

On a due consideration of the whole question the Committee are of opinion that a consolidated fee of 2 rupees for license, registry, and survey would be a sufficient charge, and recommend it in lice of the fees now prescribed.

> I have, &c., H. W. I. WOOD.

> > Secretary.

No. 3103.

From the Under-Secretary to the Government of Bengal, to the Secretary to the Bengal Chamber of Commerce, dated Fort William, the 5th August 1863.

Sin—With reference to your letter of the 4th instant, relative to the proposed survey and license of cargo hoats plying at this port, I am directed to forward for the information of the Committee of No. 3065, dated lat the Chamber the accompanying copy of a communication,* addressed to the Board

of Revenue in reply to a reference made

I have the honor to be,

Sir,

Your most obedient servant,

JOHN GEOGHEGAN,

Under-Seey. to the Gost, of Bengal,

No. 3068.

From the Secretary to the Government of Bengal, to the Offic.

Junior Secretary to the Board of Revenue, dated Fort William,
the 1st August 1863.

Customs.

Sin,—I am directed to acknowledge the receipt of your letter No. 1035, dated the 30th ultime, with enclosures, on the subject of the proposed survey and license of cargo boats plying at this port.

2. It does not appear to the Lieutenant-Governor that any boat should receive the official recognition implied by the grant of a license until it has been ascertained to be fit for the conveyance of cargo, though doubtless the portion of Act VI of 1863, under which licensing has become necessary, has in view the protection of the revenue derivable from goods carried in these boats rather than the protection of the cargo. Some general rough survey seems therefore necessary previous to the grant of license, and it should be one of the rules passed under section 162 that a rough survey should take place in every ease. There is no objection to make the registration fee sufficient to cover the cost of survey, and the fee of 6 rupees may be levied as the Board propose. Mr. Cranston should receive a fixed salary payable from the fund, and the sum of Rs. 100 per mensom would not, perhaps, be inadequate for the duty to be performed by him. The Lieutenant-Governor however wishes to be favored with the Board's opinion on this point.

 As suggested by the Board, a fresh notification will be issued fixing the 1st of November next as the date after which no unlicensed cargo boat should ply at this port.

I have, &c.,

(Signed) A. EDEN,

Secy. to the Govt. of Bengal.

(True Copy.)

J. H. CASHMAN.

Offg. Register, Bengal Secretariat.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 18th August 1863.

JOHN GEOGHEGAN, Esq.,

Under-Secy. to the Gort. of Bengal.

SIR,—I am directed to acknowledge the receipt of your letter No. 3103 of the 5th instant, forwarding copy of a letter of the 1st August to the Board of Revenue on the subject of the proposed survey and license of cargo boats.

It is presumed that the communication is merely with reference to my letter of the 4th instant and not intended as a reply to it.

I have the honor to be,

Sir.

Your most obedient servant,

H. W. I. WOOD.

Secretary.

lo. 571 T.

From the Secretary to the Government of Bengal to the Secretary to the Bengal Chamber of Commerce, dated Bhaugulpore, the 14th Sopt. 1863.

Customs.

Sni,—With reference to your letter dated the 18th ultimo, I am directed to say that a copy of the orders to the Board of Revenue on the authject of the proposed survey and license of cargo boats was forwarded to you to shew the Chamber that the subject was under the consideration of Government. The Lieutenant-Governments now decided that the license shall be annual, that a general survey shall form an essential condition to the grant of a license, and that a fee of Rs. 3 shall be chargeable on the receipt of the license.

I have the honor to be,

Sir,

Your most obedient servant,

A. EDEN,

Secy, to the Gort, of Bengal.

APPENDIX IL

THE AFTER-PACKET POSTAL SERVICE.

No. 5446.

FROM

J. W. S. WYLLIE, Esq.,

Under-Secy, to the Goet, of India,

To

THE SECRETARY, BENGAL CHAMBER

OF COMMERCE.

Dated Fort William, the 28th August 1863.

Home Department.

Post Office.

Sin,—I am directed to acknowledge the receipt of your two letters between 27th Petrumy and 27th May.

Bottod 27th Mr. Telerumy and 27th May.

an unnecessarily early hour, and pointing out, with a view to the removal of this inconvenience, that the interval eccupied under present arrangements in putting the after-packet on board at Kedgerce might be materially lessened by a steamer being kept in readiness to receive the mails at Diamond Harbour, and carry them on without delay so as to eath the mail steamer before the latter

should have proceeded from her anchorage to sea.

2. In reply, I am directed to inform you that the measures taken by the President in Council, upon the receipt of the above suggestion, have resulted in an arrangement to which offect will as soon

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[·] Published in the Chamber's last half-yearly Report.

as possible be given, fixing the dates for the despatch of men and stores to the hospital ship "Bentinck" on the 9th and 23rd of each month, so as to make the steamer employed on this service available at Diamond Harbour for the purpose contemplated by the Chamber of Commerce. By the adoption of this plan the advantage desired by the Chamber of an after-packet closed at (say) 6 r. m. instead of at 1 or 2 r. m., as is now usually the case, will, so long at any rate as the "Bentinck" remains at her present moorings, be secured to the community.

I have the honor to be,

Sir,

Your most obedient servant,

J. W. S. WYLLIE,

Under-Secy, to the Gort, of India.

APPENDIX I.

TRANSMISSION OF BOMBAY OVERLAND EX-PRESSES BY SPECIAL MAIL TRAINS FROM BENARES.

Bengal Chamber of Commerce, Calcutta, 1st September 1863.

J. W. S. WYLLIE, Esq.,

Under-Secretary to the Govt. of India,

Home Department.

Sun,—I am desired by the Committee of the Chamber of Commerce to request the favor of your furnishing them with a copy of the correspondence published in the Bengal Hurkaru of 24th ultimo, relative to the transmission of the Bombay overland mail by railway from Benares.

I have the honor to be, &c.,

H. W. I. WOOD,

Sceretary.

No. 5733.

-

J. W. S. WYLLIE, Esq., Under-Secy. to the Govt. of India,

To

FROM

H. W. I. WOOD, Esq.,

Scey. to the Bengal Chamber of Commerce.

Dated Fort William, the 9th September 1863.

Home Department. Post Office.

Sir, -In compliance with the request preferred in your letter dated the 1st instant, I am directed to forward, for the information

of the Committee of the Chamber, the accompanying printed copy of the correspondence therein requested, relative to the transmission of the Bombay overland mail by railway from Benares.

I have the honor to be,

Sir,

Your most obedient servant,

J. W. S. WYLLIE,

Under-Secu. to the Govt. of India.

POST OFFICE,-March 10, 1863.

[No. 8.] Extract from the Proceedings of the Right Hon'ble the Governor-General of India, in the Public Works Department,— No. 24, dated Head Quarters, Camp Furrah, the 20th February 1563.

Special Mail Trains on the East Indian Railway.

Read note by the Officiating Consulting Engineer to Government, Bengal Railway Department, No. 295, dated 26th January 1863, on the above subject.

RESOLUTION

The Government of India by Resolution No. 4046 of the 16th December 1862, requested the Government of Bengal to arrange for a personal interview between the Agent, East Indian Railway Company, the Traffe Manager, and the Consulting Engineer to Government Bengal, to discuss the details of the question of the provision of special trains for the conveyance of mais on the East Indian Railway in consequence of a reference from the Post Office Department.

2. The Officiating Consulting Engineer having discussed the matter in hand with the Secretary in this Department, has now submitted a note on the subject, embodying cottain suggestions which have been concurred in by the Agent, East Indian Railway Company, and the Director General of the Pert Office in India. xxix

- 3. His Excellency the Governor-General having considered Captain Taylor's proposals, is of opinion that all difficulties may for the present at least be satisfactorily mot without the necessity of providing special trains, the use of which it is very desirable to avoid if possible, as they are a source of inconvenience and danger, more specially on single lines.
- 4. It is obvious that there is no practical utility in bringing mails to Calentta by an extra train if they arrive so late as not to deliver the same day; consequently no mails need be sent off from Benares after the regular down daily mail has started, if they will not reach Calentta by 0 r. m. It may further be considered that a quick train leaving Bonares (Raj Ghat) at 3 r. m. will arrive at Calentta at 5 r. m. the following day; 3 r. m. therefore is the latest hour at which mails can usefully start for Calentta.
- 5. The Railway Company's Agent having agreed to run a down day-train from Bonares at the hour above named, any mails reaching Bonares after the departure of the regular day mail at 6 A. M. will be forwarded by this train. If not in time for this train they could not, under any circumstances, be delivered any earlier at Calcutta if sent off by special train. Further, it will certainly not be worth-while to start a special train to earry mails arriving between 6 A. M. and 3 P. M., an interval of only nine hours; and thus the necessity for special trains for the down Calcutta mail caused at meant arise.
- 6. His Excellency under those circumstances is pleased to resolve that the plan proposed in Captain Taylor's note shall be adopted at once on the Bengal portion of the East Indian Railway.
- 7. For the North-western Provinces' portion of the line II is Excellency the Governor-General is of opinion that every reasonable measure to ensure the speedy and regular despatch of mails should be adopted. But the interests of the passenger traffic must not be lategether sacrificed for this object, nor will it be right, under present circumscances, to cause the railway company to run a train merely for the convenience of the Post Office. His Excellency accordingly desires that the Government of the North-western Provinces may re-consider the arrangement of the trains on the North-western section of the line so as to expedite the mails to the utmost without making the trains inconvenient for ordinary traffic.

. It will be plain, for reasons similar to those above given as to the working of the mails to Calcutta, that there will be no practical utility in sending off from Agra, &c., by an extra train mails that are too late to reach Benares by 6 A. M., if they cannot arrive at that place by 3 P. M.; and it may be assumed that the convenience of the public in the matter of postal arrangements will be sufficiently met for some time to come if these two mail trains are properly made use of.

8. His Lordship also desires that the Director General of the Post Office in India may be informed that it seems to be quite within his power to have the regular Calcutta mail brought down by the Agra day-passenger train in time for despatch by the 6 A. M. train from Benarcs. If the sorting at Benarcs were dispensed with, either by establishing sorting carriages, or by ordering the Calcutta mail to be made up separately at all stations, three hours would be saved, and the time between Allahabad and Benares reduced so as to admit of the Calcutta mail from Agra going straight on by the 6 A. M. train from Benares. Mails that require to be sorted at Benares might follow by the 3 r. M. train with anything that came in during the interval.

ORDER.-Ordered, that copies of the foregoing resolution be forwarded to the Governments of Bengal and the North-western Provinces in the Railway Department, with a request that the necessary steps may be taken for carrying out the arrangements now approved.

Ordered also, that a copy of the resolution be forwarded to the Home Department with reference to extract from that Department No. 6510, dated 11th November 1862, with a request that the necessary communication may be made to the Director General of the Post Office in India.

(True Extract)

R. STRACHEY, Lieut-Col., R. E.,

Scey, to the Gort, of India,

with the Governor-General.

izzz No. 1554, dated the 10th March 1863.

Copy forwarded to the Director General of the Post Office of India for information.

By order,

J. W. S. WYLLIE,

Under-Secu, to the Gort, of India.

POST OFFICE,-APRIL 22, 1863.

[No. 3.] From Lieutenant-Colonel R. Stracher, R. E., Secretary to the Government of India, Public Works Department, with the Governor-General, to the Officiating Joint Secretary to the Government of Bengal, Public Works Department, Railway Branch, -No. 297, dated Camp Umballah, the 25th March 1863.

In reply to your letter No. 559G, dated 2nd instant, communicating the views of the Lieutenant-Governor in regard to the running of a second down mail and passenger train from Benares daily, I am directed to state that, as under present circumstances, the running of the second train appears not to be practicable, the former instructions on this subject must be considered suspended. It further seems to His Excellency the Governor-General that the best way of disposing of the question of the real necessity for the second mail train will be to call on the Post Office Authorities to report after some months' actual experience, say after the 1st June next, what they consider necessary, having reference to the absolute facts of the arrival and despatch of the mails at Benares, during the period that will have clapsed from the opening of the line to Benares.

No. 298.

Copy forwarded to Home Department in continuation of Public Works Department, No. 24, dated 20th February 1863, with a R. STRACHEY, Lieut.-Col., R. E.,

Secy. to the Gort. of India with the Gorr.-Genl.

No. 2595, dated the 22nd April 1863.

Copy forwarded to the Director General of the Post Office in continuation of No. 1554, dated 10th of March.

By order,

J. W. S. WYLLIE,

Under-Secy. to the Govt. of India.

POST OFFICE,-July 17, 1863.

[No. 19.] From A. M. Montharii, Esquire, in charge of the Office of Director General of the Post Office of India, to E. C. Bayler, Esquire, Secretary to the Government of India,—No. 675, dated the 29th June 1863.

In the orders communicated with the first of the two dockets

No. 1844, dated 10th March 1862,

Marginally moted, it was intimative 2 part of the Railway Company's

Agent had agreed to run a down train, from Benares at 3 r. m.

daily, and that any mails to A. m. should be forwarded thereby.

2. In the orders communicated with the subsequent docket, it was intimated that the running of the second train appeared, under present circumstances, to be impracticable, and that "the best way of disposing of the question of the real necessity for the second mail train will be to call on the Post Office Authorities to report after some months, say the 1st June next, what they consider necessary, having reference to the absolute facts of the arrival and despatch of the mails at Benarcs during the period that will have elapsed from the opening of the line to Benarcs.

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- 3. I beg now to enclose a statement furnishing the required information so far as the overland mails from Bombay are concerned. It will be observed that out of fifteen mails included in the statement, the transmission of five would have been expedited by using the 3 r. s. train, to the extent of 14½ hours in one case, and 15 hours each in the remaining cases; the former having occurred when the morning train left Benares at 5-30 a. N., and the others after the time of statring had been changed to 6 a. M.
- 4. This result corresponds with that which might have been anticipated on the assumption that the mails would arrive at Remares at all hours of the day and night, and one with another must, in the long run, arrive as often in any particular hour or set of hours as in another. In this view it might have been assumed that hine out of 24 mails, or a little more than one of three would arrive between 6 A. M. and 3 r. M., and be sent by the train starting, at the latter time, 15 hours sooner than if they had to wait for the train of the following morning.
- 5. The gain in the time of transit to Calcutta would not, however, have been quite 15 hours, for I observe that, while the norning train from Benares is timed to reach Howrsh in 24 hours (at 0 a. M. next morning), the additional 3 r.M. train was to be timed to reach Howrsh in 26 hours (at 5 r.M. next day).
- 6. The gain in the time of transit to Calcutta of the overland mails by the running of a 3 r. M. train from Benares may, therefore, be stated at 13 hours in one out of every three mails.
- 7. This gain is by no means inconsiderable; but I fear that in practice its benefits would be very much reduced by the occasional delay in the arrival of trains at Howrah. A delay of three-fourths of an hour in the existing morning train causes only a corresponding delay in the edivery of the letters in Calcutta; but a similar delay in the proposed afternoon train would prevent the delivery of the letters until the next morning, except in case of addressees who hold window delivery tickets.
- 8. I find that during March, April, May, and a portion of the current month, more than one out of every three trains were delayed to the extent of three-fourths of an hour and upwards; and if the proposed afternoon trains were subject to a similar.

amount of delay, the proportion of overland mails which would benefit by the arrangement would be reduced from one out of every three to one out of every nine.

9. Coupling this with the circumstance that in any case the delivery of letters arriving by the afternoon train would take place after the close of the business portion of the day, I am not disposed to view the postal advantage of an afternoon train from Benares, so far as the overland mails are concerned, as sufficiently great to warrant the demand for a second train should there be any serious objections to it on other grounds.

In respect of ordinary inland correspondence, the Post Master General of the Northwestern Provinces has made the following report * regarding the results of the past few months:—

"I have the honor to report that from the memorandum kept up of the times of anival at, and departure from, the Benares Post Office of the North-western Provinces and Decean mails for Calcutta by rail since its extension to Benares, it appears that the North-western Provinces' mails arrive in good time to be sorted and despatched by the morning train; the Decean mails, however, have been generally subjected to a detention of about 19 hours.

"The rainy season having now set in, there will be no certainty of the arrival of these mails at any particular time during its continuance, and the above margin of 19 hours will, I hope, in most cases be found sufficient to prevent any further detention at

11. The above result, though unfavorable in respect of the Deccan mails, is not in my opinion sufficient to establish any very pressing urgency for a second train from Beuarcs; for, besides the impossibility of delivering in Calcutta the large amount of upocunity mails at so late an hour in the evening, an increase of cost for mail guards as per margin would be necessary.

12. My opinion, therefore, is that under present circumstances there is no very urgent demand in a postal point of view for a second train from Benares.

Statement of Expresses which have passed through Benares from the opening of the

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POST OFFICE,-July 17, 1863.

[No. 21.] Office Memorandum No. 4443, dated the 17th July 1863, In forwarding, with reference to the communications noted in the margin, from the Public No. 24, dated 28th March 1852. Works Department, the accom-

panying copy of a lotter No. 675, dated 29th ultimo, from Mr. A. M. Monteath, in charge of the Office of the Director General of the Post Office in India, expressing his opinion on the question whether postal requirements necessitate for running of a second train daily from Benares, the undersigned is directed to communicate the following remarks thereon by the President in Council.

2. His Honor in Council is of opinion that, for postal purposes there is no advantage in a second train unless it can reach Calcutta (Howrah) as a rule by 1 o'clock r. M., so as to allow of the mails being sorted in time for delivery to the public by 3 o'clock. This is said with reference to the daily postal communication from Northern and Western India. The English mail comes from that direction twice a month only; and, to provide for the contingency of that mail being late once in three or four times for the present morning train, it could not reasonably be recommended that a second train should be run daily. The President in Council, however, thinks that it would be a very valuable advantage to the public if any arrangement could be made by which an express engine and tender could be sent off (to overtake the regular trains) in the event of the English mail reaching Benares within reasonable time, say four hours, after the departure of the regular trains.

(Signed) J. W. S. WYLLIE,

Under-Secy. to the Gort. of India.

POST OFFICE.-Avg. 22, 1863.

[No. 30.] No. 1824, dated the 6th August 1863.

Note by Captain F. S. Taylon, R. E., Consulting Engineer to Government of Beugal, Railway Department, on the subject of forwarding the Bombay Overland Express from Benares when it misses the 6 A. M. morning mail tain.

The Government of India, in the Public Works Department, have called for the Consulting Engineer's opinion on the practicability of

overtaking the morning mail by an express engine starting at an interval not greater than four hours.

The ordinary passenger train running is at a rate of 22 miles an hour, including stoppages at road-side stations; and though the lo-comotive stock is not built (with two or three exceptions) for speed, still it may be assumed that, with a light load, and ordinary passenger engine could keep up a uniform speed of 35 miles an hour, including stackening at facing points, watering, &c., &c., and at this rate an engine starting to overtake the train at an interval of one hour would catch it at Buxar, if the interval was two hours at Dinapore, if three hours at Jumalpore, if four hours at Teenpahar, 196 miles from Calcutta.

Supposing due notice can be given at the time the morning mail starts that the express will be sent on by special engine, and presuming that there is a spare oughen available, it would be possible to overtake the mail train, provided the line is kept clear behind it until the express engine has passed, as nothing short of this would ensure safety.

A measure of this sort would bring the up traffic to a stand-still wherever it met the morning down train in question, and also stop ballasting for a time; and it seems very doubtful whether the trifling advantage gained to the express would counterbalance the inconvenience and delay to the up mail and passengers of that morning.

As far as the Railway Company are concerned, they would, perhaps, not object if sufficiently paid, but they could not guarantee the service unless they kept an express engine solely for it, thereby raising the cost enormously; moreover, they neither have or are likely to have a spare engine available this year, and by 1st January the line will, it is expected, be opened to Allahabad.

No. 1831G, dated the 8th August 1863.

Copy forwarded to Officiating Secretary, Government of India, Public Works Department, with reference to his Office Docket No. 3312, dated 23rd July 1863.

(Signed) J. E. COOKE,

Assistant Secretary Government of Bongal,

Public Works Department, Railway Branch,

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No. 3621, dated the 12th August 1863.

Copy forwarded to Home Department, with reference to its Memorandum No. 4443, dated 17th July 1863, with the remark that the danger and delay that would be caused by starting an express engine to overtake the ordinary mail train would overbalance any advantages that might be derived. Besides which, the requisite spare engine power is not available.

(Signed) E. C. S. WILLIAMS, Captain, R. E.,

Under-Secy. to the Govt. of India, P. W. D.

No. 5302, dated the 22nd August 1863.

Copy forwarded to the Officer in charge of the Office of Director General of the Post Office of India, together with copy of Office Memorandum No. 4443, dated the 17th ultimo, to the Public Works Department, with reference to that officer's letter No. 675, dated 20th June last,

By order,

(Signed) J. W. S. WYLLIE,

Under-Secy. to the Govt. of India.

APPENDIX J.

EMIGRATION OF NATIVE LABORERS.

No. 3213.

FROM

J. GEOGHEGAN, Esq.,

Under-Secretary to the Government of Bengal,

To

THE SECRETARY TO THE

CHAMBER OF COMMERCE.

Fort William, the 27th June 1863.

Emigration.

Sir.—I am directed to ferward to you the accompanying copy of a proposed bill to "consolidate and amend the laws relating to the emigration of native laborers," and to request that the Chamber will be so good as to favor the Lieutenaut-Governor with their opinion on the provisions of the bill.

I have the honor to be,

Sir,

Your most obedient servant,

JOHN GEOGHEGAN.

Under-Sceretary to the Government of Bengal.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 14th September 1863.

THE HONORABLE A. EDEN,

Secretary to the Government of Bengal.

SIR,—The Committee of the Chamber of Commerce having ascertained the views of members best qualified to express an

opinion on the provisions of the bill to consolidate and amend the laws relating to the emigration of native laborers received with your letter No. 3213 of 27th June, they submit the following remarks fer the information of the Honorable the Lieutenant-Governor. Their remarks however apply only to the glauses regulating the transport of emigrants from this port to their destination; as the other portions of the bill, in so far as they relate to the engagement and treatment of the laborers up to the time of their embarkation, have been the subject of a separate communication from the Landholder's and Commercial Association.

The sections of the bill which call for special comment are the VI., XXIII., XXVIII., XXXIII., XXXVI., XXIII., XXXVI., XLI., LXII., and LXIII.

VI. The probable length of voyages detailed in this section appears to be generally overestimated and may be safely lessened, and the following dates are suggested in substitution of those proposed in the draft bill:

Between the months of April and To Mauritius October inclusive, 9 weeks : and and between the months of Novem-Seychelles ber and March inclusive, 6 weeks. From Calcutta To Jamaica, British Guiana, Trinidad, St. Lucia, Grena-18 weeks. da, St. Vincent, St. Kitts and St. Croix To Natal 11 weeks. Between the months of April and To Mauritius October inclusive, 6 weeks ; and and between the months of Novem-Sevelielles ber and March, inclusive, 5 weeks. From Madras To Jamaica, British Guiana, Trinidad, St. Lucia, Grena-17 weeks. da, St. Vincent, St. Kitts and St. Croix To Natal 9 weeks

To Mauritius September, inclusive, 6 weeks.

From Bombay

To Jamaica, British Guiana,
Trinidad, 8t. Lucia, Greenda,
St. Vincent, 8t. Kitts and
St. Croix

To Natal. 10 weeks.

XXIII. Clause II. of this section limits emigration to places westward of the Cape to 15th March, in the case of sailing vessels: but it is believed that the time may be further extended with perfect safety, and it may be added that a vessel was permitted to leave this last year a month later than the above date.

XXVIII Provides that the space to be occupied by each adult emigrant shall not exceed 72 onbic feet in the Bengal Presidency, and 60 cubic feet in the Presidencies of Madras and Bombay. Fow ships' tween decks are less than 6½ feet, and many are 7 to 2; and the average measurement and allothenet of 65 cubic feet is proposed for each presidency. The natives of Madras and Bombay are generally of greater stature than those of Bengal, so that the former should have at least as much room as the latter; but as the bill provides in favor of the latter an excess of 12 feet a uniformity of sace is recommended.

XXXIII. Under this section it should be made compulsory on all vessels proceeding with coolies to the West Indies to carry properly qualified European surgeons; but in ships carrying laborers to the Mauritius and other places ear-to f the Cape, the owner, or master, or agent, should have the option of carrying a European or Native Doctor.

XXXV. As the master of an emigrant ship may be quite unacquainted with the language and cannot have any knowledge of the people going with him, it would be better that the protector, with the master in attendance, should count each person on board, calling each by name (most of which are pursers' names) as per list made out, in duplicate, with their age and occupation, &c.; and on the ship easting off from the wharf, and before the protector

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leaves the vessel, he should make over one of the lists to the master of the vessel, who should be satisfied that the number of men, women, and children agree with the number in the list; the other copy to be filed in the office of the protector.

XXXVI. It is proposed that the master, or the European or Native surgeon shall have charge of the warm clothing supplied to the emigrants, and serve it out on getting into cold weather, in lieu of the emigrants themselves having charge of it: this suggestion is made as the emigrants, not knowing the cold they will soon experience, are likely to be careless of warm clothing.

XLI. No vessel leaving the port of Calcutta with emigrants, throughout the year, should be permitted to proceed from Garden Reach without a competent steamer, and it should be the duty of a competent person to see that this condition is complied with, and the ship to be towed as far out to see as at the weather will permit of, and in moderate weather no steamer towing a ship with coolies should east off her tow until due east, or west, of the lower floating light.

LXII and LXIII. These penal clauses appear to be excessively and unnecessarily stringent, especially the clause under which a ship may be forfeited.

With these exceptions, which are tendered for His Honor's consideration, the general provisions of the bill appear to be well adapted to the purposes in view.

I have the honor to be, &c.,

H. W. I. WOOD.

Secretary.

APPENDIX K.

MARINE COURT FOR TRIAL OF PILOTS CHARGED WITH BREACH OR NEGLECT OF DUTY.

No. 3135.

FROM

THE HON'BLE A. EDEN.

Secretary to the Government of Bengal,

TP.

THE SECRETARY TO THE

BENGAL CHAMBER of COMMERCE.

Fort William, the 25th June 1863.

Marine.

SIR,—I am directed to acknowledge the receipt of your letter dated the 20th March last, submitting the opinion of the Chamber on the proposal for modifying the constitution of the Marine Court,

* No. 810, dated 10th April 1863. and to forward, for their information, the accompanying copy of a letter* received from the Master Attendant on the subject.

2. The Lieutenant-Governor desires and to convey his thanks to the Chamber for their letter, and for the candid and able consideration they have given to the subject, but at the same time to point out to the Chamber that their recommendation practically amounts to a proposal to recur to the plan which prevailed under the Act XXIV. of 1845, and which was found to work so hadly that the law had to be repeated, and the Act XII. of 1859 substituted for it. That the last mentioned Act works badly is proved by the

instances of miscarriage that have been laid before the Chamber; but it is no sufficient remedy for this state of things to recur to a system which has already been condemned, and to which the objections raised in 1859 are as formidable now as they were then.

- 3. Neither is it possible to appoint to the office of Judge under the existing law a person who, besides the ability properly to direct a judicial enquiry, shall have some special acquaintance with nautical matters. It is rarely that such a combination of qualifications is to be found in one and the same person, and certainly there is no one now available or likely to be so who possesses them.
- 4. The Lieutenant-Governor desires me also to point out to the thamber that before 1845 the members of the pilot service had not the privilege of being tried for breaches of duty by a regularly constituted and quasi-judicial tribunal independent altogether of the executive : that no other class of public servants in any civil department possesses such a privilege; that the members of the Bengal Marine are punished by the executive for breaches of duty without the intervention of a court, though a Committee of Enquiry is frequently assembled to enquire into and report on such cases; that there is nothing in the constitution, position, or duties of the pilots which can be held to entitle them to exceptional treatment in this respect, especially now that many of them no longer belong to a regular service, but are mere certificated or licensed pilots under no control whatever, but such as can be effected by a prompt and sure enforcement of responsibility; and that the interests of the public are more especially concerned in the strict enforcement of discipline among the pilots, and in the certain punishment of those who neglect their duty, than they are in regard to any other class of public servants.
- 5. His Honor desires me further to point out to the Chamber that, putting aside the Judge of the Court established under the existing law, the gentlemen who compose the jury would, as a Committee or Court of Enquiry, occupy a far more responsible and independent position, and exercise a far more potential voice in the treatment of offences by pilots, if, instead of being able only to deliver a bare verdict and abide by the sentence of the Judge, subject to remission or mitigation by the Government, they were able to submit an intelligent report with a specific recommendation

for the final orders of the executive. It is unquestionable, the Lieutonant-Governor thinks, that occupying this position, a body consisting of two merchants, two masters of vessels, and a pilot, would have it in their power to render much more useful service to the State and to the shiping interests than they possibly can as a mere jury, and that their epinion would carry much greater weight both with the Government and with the public than the verdict of a jury acting under the direction of a Judge.

- 6. Finally, the Lieutenant-Governor desires me to point out that in the United Kingdom the Board of Trade, which represents the executive, are empowered by the Merchant Shipping Act. ed by law* to withdraw pilots' certificates without any further enquiry than such as the Board think proper to institute.
- 7. With reference to the foregoing observations, the Lieutenant-Governor desires me to request that the Chamber will be so good as to re-consider the question. The Lieutenant-Governor is very strongly induced to revert to the status that existed before the law of 1845 was passed, simply empowering the Government to appoint a Court of Enquiry, and enable them to compel attendance of parties and witnesses, and to examine them on each or affirmation, and on their report to dismiss or cancel licenses, or to inflict any lesser punishment as between master and servant. I am at the same time desired to remind the Chamber that for any criminal act of neglect pilots are liable, over and above any punishment which the Government, their employers, can inflict upon them, to be prosecuted before the Criminal Courts of the country under the provisions of the penal code.

I have the honor to be.

Sir,

Your most obedient servant.

A. EDEN.

Secretary to the Government of Bengal.

From CAPTAIN JOHN G. REDDIE, Master Attendant, to the Secretary to the Government of Bengal,—(No. 810, dated the 10th April 1863.)

SIR,-With reference to Mr. Junior Secretary Bayley's letter No. 1584, dated 6th instant, I have the honor to state, for the information of His Honor the Lieutenant-Governor, that, with advertence to the modification in the present Marine ('ourt proposed by the Chamber of Commerce to allow the jurors to vote on the question of punishment to be awarded, and to add one more commander to the list of jurors, there can be no objection to the latter proposition; but as to the former, if followed out, I would remark that the principle upon which the present Marine Court was established will be set at nought, and that a court so formed will be neither according to civil, military, nor marine procedure. but a mixture of all. To give the jury the power of awarding punishment is in direct opposition to the form of civil procedure upon which the present Marine Court is formed. I would much rather revert to the old form of Court as more appropriate and best adapted for clearly developing all the circumstances connected with each breach of duty and dealing more with facts, whereas the civil courts deal only with the evidence, and the case of the prosecutor is sure to break down unless very skilfully arranged, which is clearly borne out in the cases cited in the Hon'ble Mr. Eden's letter, to the Chamber of Commerce, dated 16th October 1862. In the present Court the Judge is a lawyer, and as such views all papers with a lawyer's eye : his ruling is absolute, and his direction to the jury is not only final, but in a great measure compulsory. I am therefore opposed to having a lawyer at all. We don't want law but plain common justice; in my humble opinion the person who presides should be a sailor; even the Chamber recommend a lawyer with some special acquaintance with marine matters.

The whole pilot service has undergone such a change that, I think, the penal code should be changed, and the method of punishing also; nearly the whole service is on the free list, receiving no pay from Gorerment, but entirely dependent on their own exertions for what they carr; and there appears to me

little occasion for Courts at all, except those of Enquiry, which, in my opinion, is all that is wanted for the generality of cases of grounding, disobedience of orders, or negligence. The punishment for these cases would be stopping all applications and limiting officers to a certain draught, both of which are very severely felt by the officers on the free list. Should the Court of Enquiry not be deemed sufficient to try the more serious offences, I would recommend the old court being established with a sailor as president and prosecutor; the jurors to be two merchants, two captains, and two pilots; the case be conducted by the Government prosecutor under the ordinary rules of evidence; the president to have the power of administrating an oath to examine and cross-examine on the part of himself and jurors; the duty of summing up and putting the case clearly before the jury (but not the power of directing the jury); to determine the innocence or guilt of the defendant; and the Judge to award what punishment he considers just according to the new Penal Code. The whole proceedings to be sent to the Master Attendant for review, who will transmit them to the Lieutenant-Governor with his remarks for final orders.

P. S.—The original enclosures of your letter under acknowledgment are herewith returned.

BENGAL CHAMBER OF COMMERCE,

Calcutta, 18th August 1863.

THE HON'BLE A. EDEN,

Secretary to the Government of Bengal.

Str.,—I am desired by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 3135 of 25th June relative to the proposed modification of the constitution of the Marine Court, and to inform you that in compliance with the request of the Hondbie the Lieutenant Governor that subject has been carefully re-considered by them.

The various points which His Honor has had the goodness to submit, as bearing upon the question, have been well weighed by the Committee, and their best attention has been devoted to the arguments with which those points have been pressed on their consideration: but with all deference to the opinion entertained by the Lieutenant Governor they respectfully adhere to the decision involved in the reply communicated to you on the 20th March last: that decision was not arrived at till after mature deliberation and the grounds upon which it was formed were fully disclosed.

The Committee's main conclusion was that the miscarriage of justice in the cases brought to their notice was attributable to causes there than the maladaptability of the constitution of the Court: those other causes being either the imperfect manner in which the prosecution was conducted or a misdirection to the jury on the evidence by the Judge: and that therefore no sufficient case had been made out for the changes proposed by the Lieutenant Governor.

But His Honor differs from that conclusion, as he repeats "that the last mentioned Act (XII of 1859) works badly is proved by the instarces of miscarriage that have been laid before the Chamber." there is consequently a direct antagonism of opinion on this point.

The alterations suggested by the Committee were so essentially just and reasonable that even if in its re-constructed form the Court assimilated to that constituted under Act XXIV of 1845, the fact of that Act having been repealed (and replaced by another which, in the opinion of Government, likewise falls short of its purpose, and requires amendment) does not appear to the Committee to be a sufficient argument why it cannot be adapted to circumstances widely different from those which existed some years ago.

The constitution of the pilot establishment has been so materially modified of late that some of the provisions of Act XXIV of 1815, though formerly condemned for its insufficiency, may not be diadvantageously re-introduced now.

That establishment stands in a peculiar position both towards the Government and the public; for while dependent on the former for their liennesse and subjected to a certain discipline the majority of its members are on the free list and look exclusively to the mercantile and shipping interests for the proper remuneration of their service.

This being so, and if it is considered expedient to establish a tribunal to which pilots shall be amonable, and that in the constitution of such tribunal the mercantile and shipping element must of necessity preponderate, it appears only just that the action of Government should be limited to the confirmation or disapproval of the proceedings of the court, and that the court so composed should be vested with power not only to investigate but to punish

The changes in the constitution and procedure of the court were suggested in the belief that they would result in placing that tribunal on a sound and satisfactory besis, and securing the best means for the proper adjudication of all cases brought before it: but if the Lieuteant-Governor is of opinion that in conjunction with the provisions of the Penal Code the establishment of a mere Court of Inquiry, whose verdicts shall be subservient to the judgment of the Master Attendant or other executive officer, will suffice to administer the law; in that case the Committee recommend that the sorvices of such parties as those who at present compose the Marine Court, and who would ordinarily be summoned to conduct a Martine Inquiry, may conveniently be dispensed with: it appears to the Committee that in such a case, as the punishment would be awarded solely by the Government that the responsibility of the inquiry should be left with them also

I have the honor to be, &c.,

H. W. I. WOOD,

Secretary.

APPENDIX L.

MARINE MAGISTRATE

No. 2220.

FROM

THE HON'BLE A. EDEN,

Secretary to the Government of Bengal.

To

THE SECRETARY TO THE BENGAL

CHAMBER OF COMMERCE.

Fort William, the 11th May 1863.

Marine.

SIR,—I am directed to acknowledge the receipt of your letter dated the 23rd March last,* submitting a proposition for the appointment of a Marine Magistrate for the port of Calcutta.

- 2. In reply the Lieutenant-Governor desires me to observe that, from returns received from the Commissioner of Police, Calentia, it appears that during the year 1860-61 there were only 339 cases, and in 1861-62 only 375 cases connected with seamen of the port brought before the Magistrates of Calentia. Many of these cases moreover were ordinary assaults and thefts requiring no special knowledge whatever. From this it seems clear to His Honor that a special Magistrate for the trial of Marine cases would hardly have more than one case on each day to decide.
- 3. The gentlemen who have addressed the Chamber on the subject have assigned no definite reasons for their proposition, and, under the circumstances, the Chamber will doubtless concur with His Honor that the appointment of a Marine Magistrate is not called for a present.

I have the honor to be, Sir.

Your most obedient servant,

A. EDEN,

Secretary to the Government of Bengal.

APPENDIX M.

PROPOSED FORMATION OF A TRUST FOR THE RIVER HOOGHLY AND PORT OF CALCUTTA.

No. 2251.

FROM

COL. E. L. OMMANNEY, R. E.,

Offg. Secretary to the Government of Bengal,

in the Public Works Department,

То

THE SECRETARY TO THE BENGAL

CHAMBER OF COMMERCE.

Fort William, the 11th April 1863.

Public Works Department Marine.

SIR .- With reference to Under-Secretary Mr. Bell's letter No. 9, dated the 1st May last, from the Marine Department of this Office, on the subject of the proposed Jetties and Wharves on the Strand Bank at Calcutta, I am directed to state, for the information of the Chamber, that His Excellency the Governor-General in Council has concurred in an opinion expressed by the Lieutenant-Governor in a letter addressed on the 12th December last to the Secretary to the Government of India, in the Public Works Department, (in which Department the consideration of the scheme has now been taken up) "that it would be very advantageous for the city and for the Government to constitute a Trust for the port and city of Calcutta to undertake the management of all works for the improvement of the Strand and River Bank between the lock of the Circular Canal and Tolly's Nullah, the Board of Trust being constituted to represent the Government interests-Engineering, Customs, and Marine-the Commercial, Trade, and Shipping interests, both European and Native, and the Municipal interests."

^{*} Published in the Chamber's last half-yearly Report.

- 2. In the same letter of 12th December it was further suggested that the Trust might perhaps with advantage be extended to streot railways: the President in Council "does not however deem it advisable that the Trust should include railways in streets leading across the city; but only such lines of rails as may be required along the River Pank."
- 3. The Lieutenant-Governor would be glad if the Chamber would favor him with their opinion as to the scope and object of such a Trust as best suited to the wants and requirements of the city and port of Calcutta, and as to whether it would be more advantageous to constitute a separate Board of Trustees for the purpose, or to vest the mnangement of the Trust in the municipality of Calcutta as about to be constituted by the bill now under the consideration of the Bengal Legislative Council.

I have the honor to be,

Sir.

Your most obedient servant.

E. L. OMMANNEY, Colonel R. E.,

Offy. Secy. to the Govt. of Bengal, in the P. W. D.

Bengal Chamber of Commerce, Calcutta, 5th June 1863.

COL. E. L. OMMANNEY, R. E.,

Offg. Secy. to the Gort. of Bengal,

Public Works Department.

Sir,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 2251 of 11th April last, in which you intimate that His Excellency the Governor Goneral in Council had concurred in the opinion expressed by the Hon'blo the Lieutenant-Governor of Bengal, in a letter to the Government of India, that it would be very advantageous for the city and for the Government to constitute a Trust for the port and

city of Calentia to undertake the management of all works for the improvement of the Strand and River Bank between the lock of the Gireniar Canal and Tolly's Nullah; the Board of Trust being so constituted as to represent Government interests—Engineering, Customs, and Marine—the Commercial, Trade, and Shipping interests, both European and Native, and the Municipal interests.

His Honor the Lieutnannt-Governor having requested the opinion of the Chamber of Commerce on this subject, I am desired to state that it was brought specially to the notice of the Mombers of the Chamber, whose attention was particularly directed to the material question whether there should be a separate Board of Trustees appointed for carrying out the comprehensive scheme involved in the Lieutenant-Governov's suggestion, or whether the management of the Trust should be vested in the Municipality of Calentta as constituted under the Act which comes into force from the 1st proxime.

The subject has received the very careful consideration of the Chamber, who are unanimously of opinion that the best mode of managing the River Dauk is by the establishment of a separate Trust which shall represent the various interests indicated in His Honor's letter to the Supreme Government, and which shall be vested, by legislative enactment, with full powers to realise the object of the undertaking.

A very large majority of the Chamber are also of opinion that that object would be best attained, and the true interests of the Government, of the city, and of the country at large, best promoted, by placing the entire control of all the funds necessary for the operation of the undertaking in the Deard of Trust, and that the residue or surplus of revenue from such operations should be applied to the reduction of port charges, or in such other manner as might increase and benefit the commerce of the port and city of Calentia.

Copies of the two resolutions adopted by the Chamber are annexed for your information.

I have, &c.,
H. W. I. WOOD,
Scorelary.

Resolutions adopted by the Bengal Chamber of Commerce. 1st Resolution.

That in the opinion of this meeting the best mode of managing the River Bank is that indicated in the letter of 12th December last from the Lieutenant-Governor of Bengal to the Government of India, viz., by constituting a separate Trust for the port and city of Calcutta to undertake the management of all works for the improvement of the Strand and River Bank within the limits of the . port, the Board of Trust being so constituted as to represent the Government interests-Engineering, Customs, and Marine-the Commercial, Trade, and Shipping interests, both European and Native, and the Municipal interests.

2ND RESOLUTION.

That in the opinion of this meeting the object in view will be best attained, and the true interests of the Government, of the city, and of the country at large, will be best promoted, by vesting the entire control of all funds necessary for such works in the Board of Trust as above constituted, and that the residue or surplus of revenue from such works be applied to the reduction of the port charges, or in such other way as may tend to increase and benefit the commerce of the port and city of Calcutta.

BENGAL CHAMBER OF COMMERCE,

Calentta, 4th September 1863.

COL. E. L. OMMANNEY, R. E.,

Offg. Secy. to the Government of Bengal.

Public Works Department.

SIR .- On the 5th June I had the honor to communicate to you, for the information of the Hon'ble the Lieut.-Governor, the opinions entertained by the Members of the Chamber of Commerce as to the constitution of a Trust for the management of the Strand and River Bank: and I am now desired to say that if His Honor has had the opportunity of further considering the mode in which that measure can be brought into operation, and of determining what steps shall be taken to place the River Bank, &c., in the special charge of a separate Trust, the Committee of the Chamber-if their application is not premature-will be glad to receive His Honor's decision.

I have, &c.,

H. W. I. WOOD,

Secretary.

No. 5216. THE OFFG. SECRETARY TO THE

GOVERNMENT OF BENGAL,

in the P. W. Department,

To

FROM

THE SECY. TO THE BENGAL

CHAMBER OF COMMERCE.

Calcutta.

Fort William, 8th September 1863.

Str,-I am directed to acknowledge your letter of the 4th instant, and to state, in reply, that all the papers relating to the proposed constitution of a Trust for the management of the Strand and River Bank have been transferred to the Secretary of this Government in the Legislative Department, with the view to the preparation of a bill, for the consideration of the Legislative Council of Bengal at the next session.

I have the honor to be,

Sir,

Your most obedient servant,

E. L. OMMANNEY, Col. R. E.,

Offia, Secu. to the Govt. of Bengal,

in the P. W. Department.

No. 5618.

Евом

THE OFFG. SECY. TO THE GOVT. OF BENGAL,
IN THE PUBLIC WORKS DEPARTMENT,

To ·

THE SECRETARY TO THE

BENGAL CHAMBER OF COMMERCE.

Dated Fort William, the 25th Sept. 1863.

Public Works Dept.

Sie,—I am directed to forward copy of the letter noted on the

* From Offg. Seep., Got. of India, No 2572, dated the
base 1862. The port of Calcutta, and to request that the Chamber will favour the
Lieutenant-Governor with an early report as to the best manner of carrying out the larger scheme now proposed by the Government of India as explained in para. 6 of the letter herewith forwarded.

I have the honor to be,

Sir.

Your most obedient servant,
WILLIAM MAXWELL, Licut.-Col., n. A.,
Offy. Stey. to the Govt. of Bengal, in the P. W. D.

No. 2572.

FROM

Lieut.-Col. J. P. BEADLE, R. E., Offg. Scot. to the Gott. of India.

To

THE SECY. TO THE GOVT. OF BENGAL, IN THE PUBLIC WORKS DEPARTMENT.

> Public Works Department, Fort William, 6th June 1863.

Srr,—I am instructed by the Hon'ble the President in Council, in continuation of Public Works Department letter No. 1389, dated

28th March 1863, to communicate, for the information and consideration of His Honor the Lioutenant-Governor of Bengal, the following conclusions respecting the formation of a special Trust for works of improvement of the port of Calcutta and river Hooghly, which have been adopted by the Government of India in consultation with His Excellency the Vicerory.

- 2. On a full review of all the arguments which have been presented in connection with this subject of River-Trust, and having advertence to the recent discussions on the new municipal bill in the Council of the Lieutenant-Governor of Bengal for making laws and regulations, the Government of India has decided that a separato Trust should certainly be constituted for the conservance and improvement of the Hooghly and its banks.
- 3. There is, in the first place, a clear separation between the interests and requirements of an efficient management of the river and the municipality. The qualifications required for making the various arrangements connected with shipping are different from those which belong to sewerage, lighting, paving, police, &c. Totally different sets of men are wanted for the two duties. The large and intelligent mercantile community of Calcutta is so deeply interested in the improvement of the river, that there will probably be no difficulty in immediately constituting an efficient Trust for that purpose, but the consolidation of a satisfactory municipal administration will necessarily be a tedious and elaborate work. All experience is in favour of having a separate Trust to carry out such objects. The Ballast Board of Dublin and the Clyde Trust are familiar instances of the success of this arrangement, while London, where nothing was ever done for the improvement of the river until the conservancy was taken out of the hands of the corporation, is an example of the evils of the opposite system.
- 4. But the decisive reason for not uniting the river and city Trusts is the danger of placing the interests of the port in a position in which they may be treated as subsidiary to those of the Calcutta municipality. It is, in the first place, quite certain that for a long time to come all the legitimate sources of income available from the river and from the use of the Strand Bank will be required for the improvement of the port, and it will be much

better policy to throw on the town the hurden of its municipal Government in a direct manner, than to allow it to apply the resources which it may be said are already naturally hypothecated to other purposes to supplement the municipal taxation, as has been suggested by some of the speakers in the Bengal Council. It will be quite proper to give the municipality a fair representation in the port Trust, but nothing more; and the jurisdiction over the Strand Bank should be vested in the Trustees, subject to the payment to the numicipal funds of the same rates on buildings or works, as are levied on similar descriptions of property in other parts of the town.

5. Again, Calcutta port dues are a tax levied upon the trade passing through the port of Calcutta, or, in other words, upon the trade of the whole Gangetic valley and of many countries beyond. Power to levy such dues might, under proper restrictions, be safely confided to a Trust the object of which was strictly limited to providing every requisite facility for the shipping; but if the Trust were absorbed in that for the municipality, the majority who represented city interests would have the strongest motive to tax the trade for their municipal purposes. The Liverpool case offers a warning exactly in point. That city has a right, under ancient charters, to levy dues on the shipping which frequents the port of Liverpool, i. c., upon nearly the entire trade of the United Kingdom; and the consequence has been that large sums so obtained have been expended for purely municipal purposes to the relief of the local rates. And notwithstanding the just indignation with which this privilege is regarded the greatest difficulty has been experienced in shaking off the burden. In the face of this experience, it would be totally inadmissible to lay the foundation of a similar arrangement in India.

6. The river Trust might be properly authorized to undertake any works designed for the improvement of the port, such as jetties, docks, warchouses, and transways for connecting the same; it might also be entrusted with the care of the moorings, lights, and pilotage of the Hooghly, every thing in short as far as the Sandheads. There can be no doubt that this extension of the powers of such a Trust can be safely made if the number of the Trustees is kept within proper limits, and if there is a due pro-

portion among them of professional Government officers. In fact, this part of the duties of the commission would be less difficult and important than the proposed new works at Calcutta.

7. The operations of such a Trust would be carried on under the control of the Government of Bengal; when the Trust has been properly constituted by the Bengal Council, plans and estimates of the proposed works of improvement would be submitted by it for the approval of the Government of Bengal. As the Trust would be entitled to levy the port dues and would have a good annual income, there is no reason why it should not raise the necessary funds in the market for any large new works which could not be carried out from ordinary income. The plans for all such extraordinary works would be subject to the approval of the Supreme Government, which is necessary, both in reference to the extensive interests dependent upon the port of Calcutta, and to the pecuniary assistance which under certain circumstances might be expected from the imperial finances. The Government of India will therefore reserve to itself the exercise of a power of voto on the adoption of any system of new works of improvement for which funds would have to be specially raised; with this exception there would be no limit to the independent powers of the Bengal Government in directing the action of the Trust.

As adverting to Bougal Government letter No. 5006, dated 19th Decomber 1802, and to the 8th and following paras, I am instructed to state, that the Government of India considers that the construction of train or railways between the railway termini and the river has nothing to do with a River-Prust. This clearly belongs to the municipality, for city interests are primarily concerned, and the people of calcutta would have just reason to complain if power were given to any extrinsic body to make railways through their

streets.

9. The foregoing paras, explain fully the views of the Government of India in this important matter, and the grounds of the decision, and I am to request that His Honour the Licuienaut-Governor may be moved to have a draft bill prepared, constituting the Trust on these principles, and to submit it to the Government of India for a general approval; it is on all accounts expedient that so important a proceeding should have the advantage of the

most careful consideration, both by the Government of Bengal and the Government of India, before it is introduced into the Bengal Council for laws and regulations.

I have the honour to be,

Sir.

Your most obedient servant,

(Signed) J. P. BEADLE, Lieut.-Col., R. E.,

Offg. Sccy. to the Govt. India.

Bengal Chamber of Commerce.

Calcutta, 3rd December 1863,

LIEUT. COL. W. MAXWELL, R. A.

Offg. Secy. to the Gort. of Bengal,

Public Works Department.

Stn.—The Committee of the Chamber of Commerce now proceed to reply to your letter No. 5618 of 25th September, in which they are requested to give their opinion upon the best manner of carrying out the larger scheme for a special trust for improving the river Hooghly and its banks, as proposed by the Government of India in their letter No. 2572 of 6th June last.

That proposal involves a considerably wider jurisdiction of the Trust, and consequently a more material extension of its powers, than was originally contemplated by the Chamber, whose recommendations as communicated in their letter of the 6th June 1803, and in conformity with the views of His Honor the Lieutenant-Governor, had reference only to the river and its banks within the limits of the port; but they are now of opinion that the utility of the preposed Trust would be greatly enhanced if all that part of the river between the Sandheads and the northern limit of the port were embraced within its jurisdiction. This would necessarily involve the transfer to the Trustees of all the duties, charges, and responsibilities now performed and incurred by Government in respect of the pilotage, survey, and lightling of the river, its moor-

ings, ferries, &c.; in fact the entire river establishment in every department now under the Government would be placed under the authority of the Trustees.

Keeping, therefore, these important points in view, and considering the responsibilities which would attach to undertaking varied and extensive works for improving the port, it appears essential that the Trust should be of a most comprehensive character and constituted so as to be fully equal to the proper discharge of the duties which would be imposed upon it: at the same time the Committee think it would be absolutely necessary that the fullest information should be in the possession of the Trust, as to the present financial position of those departments of the public service which are likely to be placed under their control-the pilot establishment for instance. If the Committee are rightly informed, the statement of account which was prepared for submission to the Council of the Lieutenant-Governor, when it was lately contemplated to increase the port dues, had no reference whatever to the pilot establishment; all pilotage charges were excluded and nothing was shewn but what belonged to what is called the "Port Fund Account."

In accepting the responsible charge of the river and the various services attached to its navigation and general conservancy, the Committee are of option that the Trustocs should have a clear comprehension of the income and expenditure of each branch, so as to enable them distinctly to understand the position of each and act according to circum-tances.

With these preliminary observations the Committee submit the following recommendations for the Lieutenant-Governor:—

1. The power and duty of carrying into effect the provisions of any Act that may be passed for the purposes of the Trust should be vested in, and performed by, a Body of Trustee, consisting of fitteen (15) members, to be styled "The Trustees of the Hooghly Navigation," who shall be a body corporate, and possess all the privileges apportaining thereto in respect of such Trust.

 Of the said fifteen (15) members six (6) should be nominated by the Government of Bengal as representing its interests, as is done in the case of the "Glyde Navigation Trust," in the Engineering, Marine, and Cusloms' Departments; and nine (9) should be representatives of the mercantile and shipping interests of Calcutta, cleeted by the Chamber of Commerce, but from the mercantile and shipping interests generally, and not necessarily from the members of the Chamber only; the Committee think it may fairly be considered that the mercantile and shipping classes have a greater interest than any others in the improvement of the port of Calcutta, and they therefore propose that a majority of members of the Board should be chosen from them.

- 3. There should be a chairman and deputy chairman of the Trustees, who should be elected on the principle adopted in the election of the chairman and deputy chairman of the Justices of Calcutta, viz. that the former shall be appointed by the Government of Bongal, and the latter by the Trustees—subject to the amproval of the Lieutenau-Covernor.
- 4. That the Trustees to be chosen by the Chamber of Commerce shall be elected in the manner usually observed in the election of its own office-bearers; that they shall go out of office annually, but be eligible for re-election: and vacancies occasioned by death, resignation, or any other cause, filled up immediately in the manner adopted by the Chamber under like circumstances.
- 5. If any Trustee, so elected, shall be directly or indirectly interested or concerned in any contract or work or office of the Trustees, he shall cease to be Trustee, and his office thereupon become vacant.
- The Trustees should be authorised to appoint Committees of their number with such powers and under such instructions, directions, and limitations, as may appear to the Trustees expedient.
- 7. The Trustees should have the power to borrow on the security of the rates, works, lands and property of the Trustees, such aums of money as may appear to then necessary for the purposes of the Trust, under limits sanctioned by the Government of Bengal, but in such manner and at such times as the Trustees shall see
- 8. The bonds and assignments of scentrity issued by the Trustees for the sums so borrowed should be exempt from stamp duties, and that such bonds should be transferable by endorsement, in the same way as is provided in the Act under which a new municipality has lately been formed in Calentta.
- 9. The Trustees should have the power to determine, from time

to time, what port dues shall be levied on and in respect of all vessels entering or using the river, and what rates shall be levied on all goods shipped or unshipped in the river, or placed or stored in sheds and wavehouses belonging to the Trustees, and for the use of wharfs, crances, stages, and other works constructed for the convenience of the trade of the port.

- All ferries should be placed under the authority and control of the Trustees and subject to such regulations as the Trustees may direct.
- 11. The river police should be under the direction and control of the Trustees, who should have the power of appointing the superintendent and other officers, and of removing the same if they think fit. The Committee think that such a change as this is necessary, especially after the robberies which took place hat year in the case of several shipments of indigo, and more recently of other goods, robberies which the river police, as at present constituted, appear unable either to prevent or discover when committed.
- 12. The Trustees should have the power of appointing a Board to be styled the "Pilot Board" which shall have the same authority as in owe exercised by Government for the licensing of pilots for the safe conduct and navigation of vessels in the River Hooghly, for the direction and control of all matters portaining to the pilotage of the port, for imposing and enforcing penalties for breach of any bye-laws, rules or regulations made by the Pilot Board, and for the management of any fund now existing, or which may be created hereafter for the benefit of pilots belonging to this port; and that members of the Board of Trustees should be eligible as members of the Pilot Board.

The foregoing appear to the Committee the main features to notice in the present stage of the question, and they are submitted for the consideration of the Hon'ble the Lieutenant-Governor.

I have, &c.,

H. W. I. WOOD,

Secretary.

APPENDIX N (1)

COTTON CULTIVATION IN THE NORTH WESTERN PROVINCES.

No. 769 of 1863

FROM

B. HARDINGE, Esc.,

Offg. Secretary, Sudder Board of Revenue,

N. W. P., Allahabad

Tr.

R. SIMSON, Eso.

Secretary to the Government of the N. W. P.

Dated Allahabad, the 29th Oct. 1863.

Revenue, Present, W. Muir, Esq. Senior Member, and R. Money, Esq., Junior Member,

Sm,—I am directed by the Sudder Board of Revenue, Northwestern Provinces, to submit the following report on the state and prospects of the cotton crop in these provinces as requested in your letter No. 2810A dated 6th August Jast.

2nd.—The price of cotton in all the marts throughout these provinces continued stendily to rise. At the beginning of the year it ranged from 16 Rs. the manual (or about 4½d, the lb.) in the western districts, to 25 Rs. (or 7½d, the lb.) in the castern. By the sowing season the rates had advanced to about 20 Rs. (od. the lb.) in the former, and Rs. 30, (od. the lb.) in the latter. In the northern non-producing districts, such as Goruckpoor and Gonda, the prices rove as high as 35 and 40 Rs. or 10½d, and a shilling. The cotton which used to find its way from the Doab in that directions.

tion, had been diverted to Bengal for exportation; hence an absolute dearth of cotton and these extraordinary prices.

3rd.—The following table of the rates which ruled in the chief marks will be of interest:—

Date.		Meerut.	Agra.	Furruckabad.	Cawnpoor.	Allahabad.	Mirzapoor.	Ghazeepoor.
Close of Dec. 1862 ,, Jan. 1863 ,, Feb ,, March ,, April ,, May ,, June ,, July ,, Ang ,, Sept. ,,	16 17 19 21 24 24 24	4 0 13 0 12 0 6 0 0 0 5 0 9 9 10 0 10 0	17 21 22 20 20 20 18 24 28 32	20 21 21 30 33 29 32 32 31	23 24 25 26 34 32 35 27 27 27	20 20 22 24 24 24 24 24 25 25	15 16 15 16 30 25 25 26 30 36	21 4 0 22 12 0 25 0 0 25 9 9 25 10 0 25 9 9 32 0 0 34 2 0 34 2 0 34 0 0

4th.—The rains set in early, and to all appearance propitionsly, before the middle of June. And the effect of the high prices aboved itself in an eager desire to extend the area under cotton cultivation. The consequent increase of area sown was above 50 per cent. ever that of last year, in some places higher, reaching 75 per cent. or even cent. per cent.

5th.—But in the Central and Upper Doab and in parts of Bundle-khund and Rohilkhund, the rain centinued almost uninterruptedly to fall for many weeks. There were mone of those intermissions which afford the necessary respite for the plant to acquire a health growth. It became generally stunted. All the lower lands were flooded or so saturated with moisture, that the young plant rotted robeame to weakly to afford any promise. Such land was accordingly ploughed up and re-sown (the season for cotton sowings baxing ordinarily passed away) with other autunnal crops. It is of course impossible to state with precision how much land was lost to the cotton trade from this cause; but in the district of Allygurd it has been calculated that out of 25,000 a cross originally sows 83,000, or

above 32 per cent, were ploughed up. In some other quarters the proportion is believed to have been even greater.

6th.—The calamitous result of this untoward weather is that instead of having a million and a half of acres, possibly a million and three quarters under cotten cultivation, the actual area has dwindled down to less than one million and a quarter. The actual furures are 1.217.170 acres as against 939,678 acres or 1862.*

7th.—Dut even this was not the whole of the injury inflicted; for the crop that was allowed to stand had been seriously affected by the continuous rain. And now, again, at the close of the monsoon the capricious season was equally unfavorable to a good harvest. For shortly after the middle of August, there was in all the districts west and north of Agra an entire cessation of rain, and not a drop has fallen since; that is the monsoon ceased a month and a half before its usual time. In consequence the plants that were still in a thriving condition have suffered severely from the drought. In the Doal and Rohilkhund the misfortune has been remedied wherever irrigation from canals or wells was possible. But in many quarters and especially on the right bank of the Jumna, this was seldom practicable.

8th.—There was In store yet another misfortune. In the lower Doab, the rains recommenced about the middle of September, and continued with unusual intensity till the 8th or 10th of October. The cotton fields which were there in a highly promising state were greatly injured by this untimely fall. In the district of Allahabad for example, the first flowerings have been destroyed, and the loss is calculated at no less than 50 per cent, in some places even at not heavy or long continued, and has sensibly benefitted the plant.

9th.—In truth, the climate of these provinces, as the Board large repeatedly stated, is so uncertain and capricious, oscillating between flood and drought, either of which is fatal to a good cotton crop, that the Government must always be prepared for such results. It is rare indeed that the raiss are so measured and well limed that a full crop can be expected. None of course are so alive to this fact as the cultivators themselves, and hence they are unwilling to risk more than a small portion of their holdings upon chances so uncertain.

10th.—The flights of locusts which have infested these provinces, and evince an unfortunate partiality for the leaves of the cotton plant, have also done some damage; but the evil has been confined to the special localities where the swarms alighted; and it has not materially affected the general result. In the district of Futthelpoor some villages were visited and the plants stripped several times, but the late rain has made them sprout again, and a tolerable, though rather late, erop is still expected.

11th.—Taking all these drawbacks into account, it will not appear surprising that although the area under cotton is nearly 24 per cent. above that of last year, the expected out-turn is hardly if a tall in excess. The details as estimated for each district are given below:—

	. 18	62.	1863.			
DISTRICT.	Area in Acres.	Clean Cotton in maunds.	Area in Acres.	Clean Cotton in maunds.		
Dera	10	6	10	24		
			5			
Saharunpoor	21,000	31,000	26,800	40,000		
1		austuri.				
Moozuffer- nuggur	19,000	26,000	25,800	38,700		
	200	2 . 42.	100			
Meerut	45,000	65,000	67,113	65,225		
100		v				
Boolund s h a- hur	82,528	47,000	47,900	70,000		

The plant is tolerably healthy, and the Collector estimates 44,600 maunds; but as no rain has fallen since August it will be safe not to estimate above 1½ md. per acre.

Ditto Ditto.
The crop greatly reduced first by flood, and then by drought, also by locusts. But it has been extensively irrigated.
Collector estimates

[•] In the report for 1862, the estimated area was 1,177,000 acres and the out-turn, cestimated at the average yield, million and a half of maunds. Subsequent investigation shewed that the area was only 95,5,75 acres, and the yield owing to the heavy rains of September little more than one million maunds. The details are given in paragraph 11

S7,700 maunds; same remarks as for Saharunpoor.

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-	186	2.	180	33.	
District.		Clean Cotton in maunds.	Area in Acres.	Clean Cotton in maunds.	
Agra	87,080	1,25,961	1,07,194	1,00,000	Collector reports the crop to be stanted and likely to yield only one-half the average, yet he estimates the produce at 2 lacs of maunds. It will be well if one maund per acre is gathered.
Etah	33,392	19,430	44,160	17,500	The plant was strong and healthy in Septem- ber, and the out-turn may perhaps exceed the estimate.
Mynpoory	22,780	10,294	31,201	17,737	The drought may occasion a further loss.
Furruckabad.	10,960	14,105	15,235	14,429	The out-turn may be increased by late favorable rain.
Etawah	49,959	30,569	58,502	52,450	Ditto—Ditto 10,000 acres were flooded and destroyed at the begin- ning of the rains.
Agra Division	2,83,592	3,19,359	3,51,059	2,71,099	
Jaloun	17,633	1		1	has benefitted it in
Jhansie Lullutpoor	14,800	1		1	some places, and end
Jhansie Div		24,620	29,90	15,970	
Cawnpoor .	55,82	26,211	68,23	7 32,000	The late rain has be- nefitted the later sow- ings, but injured the earlier ones. The out- turn may on the whole exceed the estimate.

	18	62.	18	63.	
District.	Area in Acres.	Clean Cotton in mannels.	Area in Acres.	Clean Cotton in maunds.	State of the state
Humeerpoor	40,389	20,000	37,000	18,000	Collector estimated at only 15,400 mannds, but an addition has been made on account of the late rain. Original a stimate
Futtchpoor	23,235	14,100	33,000	26,000	30,000 mands, but a deduction of say 12 per cent. necessary on account of late rain, still the yield may after all be better than expected.
Banda	90,000	51,364	95,900	49,500	The crop in this dis-
	٠.	40			middle of September was 46,300 maunds.
		1.0			but the subsequent un-
Allahabad	18,300	20,0 0	40,400	24,000	seasonable rain has da-
A Section 1997 A Section 1997 August 1997	7		!		greatly that the yield will be little more than one-half of what was expected.
Allahabad Di- vision	2,27,744	1,31,683	2,74,137	1,49,500	
Azimgurh			175	55	1
Mirzapoor	4,000	2,000	4,000	2,000	Cotton generally
Benares	236	36	211	30	>sown only with other
Ghazcepoor	7,900	1,600	8,735	1,681	
Benares Divi-		3,636	13,121	3,766	and the second property of the second propert
Grand Total.	9,85,578	10,51,735	12,17,170	10,34,660	Kill Session April 1997

12th.—On a review of the above table, it will be seen that after all deductions for land sown, but afterwards ploughed up, there is still an area under cotton of 1,217,170 acres as against 983,578 acres in the proceeding year, the increase being thus 23½ per cent.

12th.—The estimated produce last year was one million and fifty-one thousand maunds; it is this year estimated at nearly the same; the actual figures being a million and thirty-four thousand manuls.

14th.—In English weight, the out-turn is expected to be eight millions and twenty-eight thousand pounds or 74,000 cwts.

16th.—The Board have no direct intelligence as to the state of the crop in the native states lying south of the Junua; but they fear that the same causes which have checked the expected increase in our own districts, must have operated equally there; or rather in consequence of the fewer facilities for irrigation to a more serious

16th.—Mr. W. A. Forbes, c. n., supplies the following interesting remarks in respect of the district of Meerut:—

"Last year it was my impression that the cetton traders and bunyas alone had benefitted by the sudden and extraordinary rise in prices;—that the Rupees 16, 18 and 20 per manuf had not reached the pockets of the agriculturists. I am glad to say that this year, as might have been expected, the unlimited demand widens its influence and the perorest editivator begins to enjoy his share of its advantages. In place of the old advance of 3 and 4 rupees per manuf, the bunyas and money lenders have been obliged to advance 8, 10, and even 12 rupees.

"At this moment cotton is hardly procurable in the market, but as the new crop comes in, it is expected that Rs. 18 (i. e. about $5\frac{1}{2}d$. the lb.) per maund will be the ruling average rate for the season.

"During the year, I have made a small attempt to improve the system of cultivation and mode of picking of cotton. At the time when the land was being prepared for the sowings, I issued a translation of some simple instructions I had received on the subject with a parcel of Egyptian seed, a copy was sent to each village in this district; the Putwarces were ordered to read it in every village of their circles, and the Telesceldars tild the same daily, in their offices to the assembled Zemindars. "I do not anticipate that much change has taken place from the old system of sowing broadcast; but I do hope that my advice will induce some to be more particular in the picking of the crop, more especially as I intend to follow it up by the offer of rewards for the best samples produced during the season."

17th.—The Board think that something might be done by Gocernment towards encouraging such experiments as those tried by Mr. Forbes. There was, during the past year, no means available to the Board of procuring any kind of seed for those who felt inclined to make the trial. They would suggest that a dept might be established at Allahabad of the most likely sorts. The acclimated New Orleans seed which has succeeded well in Dharwar might be obtained from thence, with specimens of Dr. Forber's gins. And rewards might be hold out for the best field of this or any other variety.

18th.—If no other agency is available to the Government, the Board would be glad to aid in any such movement.

19th.—As on former occasion a copy has been sent direct to the Chamber of Commerce, Calcutta.

I have, &c., id.) B. HARDINGE.

Offg. Secretary.

(True copy.)

M. WITTENBAKER,

Assist. Secy. to the

Sudder Board of Revenue, N. W. P.

APPENDIX N (2.)

OUT-TURN OF COTTON IN THE CENTRAL PROVINCES FOR THE SEASON 1862.

From Captain Hestor Mackenzie, Secretary to Chief Commissioner, Central Provinces, to Colonie H. M. Durand, c. b, Secretary to Government of India, Foreign Department, with the Governor-General,—(dated the 18th August 1863.)

In my letter No. 307 of the 19th January last an estimate of the cotton crop for this season 1862, compared with the out-turn of the season preceding, was submitted for the information of His Excellency the Governor-General of India. I am now desired by the Officiating Chief Commissioner to submit the result of enquiries into the actual out-turn of cotton estimated after the close of the season 1862.

- 2. The information will be found abstracted in the statement accompanying this letter, and I am to offer the following remarks on the subject
- 3. The season 1862 has been almost universally a bad one in respect to the cotton cultivation. There has been too much rain, and over-moisture is inimical to the development of the plant. Our previous expectations of the gross out-turn have consequently not been fully realized. Thus, whilst the yield was estimated at above forty-seven millions of pounds, the actual out-turn, as estimated at the close of the season, only amounts to about thirty-seven millions of pounds, that is about ten millions of pounds less. The injury done to the crop by the affects of out-turn just mentioned, for it has since been considered that a larger area was under outon cultivation than that stated at the beginning of the year. Thus instead of 5,56,650 acres being under cotton, as was supposed, there were 6,28,021 acres, or an increase of 41,371 acres. This area of 6,28,021 acres has been ascertained from actual field measurements, field by

field, in the Saugor and Jubbulpore divisions and in almost the entire tract forming the Nagnore division. It has only been assumed in the Chutteogurh division, where the survey has not as yet made much progress. Thus, whilst out of a total area of 6,28,021 acres no less than 5,63,863 acres is the proportion ascertained in the minutest detail from actual field measurements, only 64,158 acres (Clutteesgurh) is the portion taken from local enquiry. This section of the area for Chutteesgurh, thus ascertained by enquiry is, however, believed to be much below the truth. In fact, the statistics of trade for the Chutteesgurh division give ovidence of a larger cotton field in that extensive tracel of country than is represented by the area given. Thus, by the figures given in the returns, the total area under cotton cultivation during the past season may safely be set down at not less than 6,28,021.

- 4. This area return will, the Officiating Chief Commissioner hopes, be found as complete as possible for all districts save Chutteesgurh. It rests on the firmest that can be obtained and will form a starting point for future statistics.
- 5. In a good season the yield per acre of seed cetton is four mands or 328 lbs., and according to the native method of cleaning the yield of cleaned cotton wood is one-fourth or 82 lbs. per acre. In some districts the yield has been as high as 115 lbs. cleaned cotton per acre. But taking it at the average of 82 lbs. the total out-turn of the first season might have been as much as 51½ millions of lbs., whereas the highest estimate has only reached 47 millions, and whereas we have only had about 37 millions lbs., or about 14½ millions lbs. less, and this would more properly represent the inture sustained from the indemency of the past season.
- 6. The prospects for the season 1863 are, as far as they are as yet known, encouraging. That a larger area will be brought under cotton cultivation than even the past season, when it was higher than it was ever known before, is pretty certain. What that increase is will be known in the course of next month, when the information shall have come in from all the settlement officers in the districts. That there will be a considerable increase there can be little doubt when the steadily rising demand and the range

of prices are considered. Cotton is now selling in the market at Nagporu at 16 pence the lb. This is, of course, the retail price, the wholesale rate must be lower. But this local retail price is indicative of a very large exportation of cotton from these provinces, and there must be a very small stock reserved-for home consumption when the English market prices of Indian grown cotton can be demanded here and find purchasers.

- 7. The estimated exportations during the recent spring and summer months of 1863 amounted to a little more than 27 millions Bls., and 31 millions Bls. are awaiting exportation as soon as the roads shall be open after the monsoon. Thus some 30½ millions Bls., or 13,616 tons, will have been exported out of the total out-turn of the past assess of about 37 millions Bls.
- 8. At all the cotton marts the cotton is bought and sold by the working "or "load" made up by the two hales carried by a pack bullock. The weight of the boja is 262 lbs. The price per boja has fluctuated considerably. It rose from 40 to 141 rupees within the year. It stood longer, however, above the mean of these two prices, so that 100 rupees per boja would fairly represent the average selling price during last year. At this rate, then, the value of the cotton estimated as exported, or for exportation, would appear to be Rupees 1,164,1200, or upwards of a million sterling.
- 9. The greater portion of cotion export has taken advantage of the equality of the rail to Mulkapore in Berar, and gone by that route to Bombay for shipment to Eugland. The route to Mirzapore, formerly the one most preferred, has now been entirely given upexcept perhaps for the small produce in the districts lying on the northern confines of these provinces. A small traffic goes down by the Molamuddy to Cuttact on the eastern coast.
- 10. During the past month a quantity of acclimatized American cotton seed received from Dharwar has been distributed among the farmers in the best cotton growing districts, also a small quantity of Egyptian seed. It is hoped that the access of the present sowings with the foreign seed will be greater than that of the last season, when it almost entirely failed. The sowings were made too early in the season for foreign seed, and the failure is partly attri-

buted to this. This year the sowings with foreign seed will not commone till the beginning of Angust, and better results are looked for. Some experiments on a small scale last year succeeded admirably. Those plants that survived the extreme humbility of the early rais grow up into strong healthy plants and to a height far surpassing that of the indigenous plants, the yield of cotton being in proportion large.

 In conclusion, I am desired by Mr. Temple to submit that the statistics of the cotton cultivation in these provinces, above supplied, may prove useful to the Chambers of Commerce of Calcutta and Bombay.

"DUPLICATE."
Statement of Cotton Cultivation in the Central Provinces.

	Names of Dis- tricts.	Area under cotton eultivation in acres.	Out-turn of clean- od cotton ascer- tained after the close of the sen- son in	Exported during the season end- ing June 1863.	To be exported after the rains of 1863.
		lbs.	lbs.	lbs.	lbs.
budda, north	Saugor Dumoh Hoshungabad Jubbulpore Mundla Nursingpore	29,757 15,837 16,864 30,314 160 69,879	966,414 700,000 1,011,840 1,191,540 22,140 1,515,920	4,512,836	78,156
The Nag- pore country, south of the Sautpoora Range	Chundwarra Baitool Scomec Nagporo Wurda Bhundarra Chanda	12,946 1,041 4,481 110,347 240,453 31,784	600,650 100,000 184,000 9,860,280 16,350,800 832,956	19,521,166	3,130,880
The thut teesgurh country and Upper Goda- very District	Itaipore Belaspore Sumbulpors Upper Godavery	36,000 4,000 24,000 158	2,600,000 680,000 272,000 13,202	3,068,000	16,000
	Total	628,021	36,901,744	27,102,002	3,225,036

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Bengal Chamber of Commerce, Calcutta, 13th October 1863.

E. C. BAYLEY, Esq.,

Offg. Secy. to the Govt. of India, Foreign Department.

Sin,—The supplement to the Calcutta Gazette of the 23rd ultimo contains a statement of cotton cultivation in the Central Provinces, showing the districts where it is grown, the area under cultivation, the ascertained out-turn of cleaned cotton, the quantity exported during the season ending June last, and how much remained to be exported.

This is a very valuable addition to the statistics of cotton cultivation which the Chief Commissioner has already submitted to Government, and will prove of much utility to those who study the general question of cotton cultivation in this country.

In the 6th para. of Mr. Temple's report it is stated that cotton was then selling in the market of Nagpore at the retail price of 16 pence the pound; this doubtless indicates a very large export trade in cotton, and the figured statement exhibits a considerable amount exported from those provinces. But another inference may be drawn from this exceptionally high price paid for locally grown produce; and the Committee of the Chamber suggest for consideration that it would be useful to ascertain the extent to which the raw material peaces into consumption, and what portion of it is manufactured into cloth and otherwise converted for domestic use.

The Committee are aware that information of this kind can be given in an approximate shape only, and they will be content to receive any statements that may be made with some degree of generator.

necuracy.

There has been for some time past a remarkable absence of the usual demand from the upper provinces for Manchester cotton goods; and although the increase in the price of the manifectured article has not advanced pari passe with the increase in the price of the raw material, yet it appears to have had the effect of limiting to a certain exhault the consumption of imported fabrics, and there is an impression that notwithstanding the high price of cotton in India it admits of being manufactured into cloth at a less cost than that path for Manchester goods, and that local manufactures on

It would be interesting and important to know if there is in reality any ground for such an impression, and a material service would be rendered to those who are engaged in importing cotton goods if it could be estimated on what scale native weaving is conducted, and whether, and to what extent, it has been increased during the last year or two.

The Chamber would not venture to make this reference if it was thought that the desired information could not be ascertained without inconvenience to the public service; but they apprehend there would be no difficulty in obtaining returns from district officers of the extent to which weaving is carried on in the localities within their jurisdiction, as they presume that in collecting the license and income taxes sufficient data have been gathered upon which to base an approximate, if not absolutely accurate, estimate of the population employed in this trade, as well as of the results of their industry.

I have, &c.,

H. W. I. WOOD,

Secretary.

No. 327.

FROM

THE ASSIST. SECY. TO THE GOVT. OF INDIA,

To

THE SECRETARY TO THE BENGAL,

CHAMBER OF COMMERCE,

Dated, Fort William, 9th November 1863.

Foreign Dept.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 13th ultimo, and in reply to state that a copy of your letter has been sent to the Lieutenant-Governor of the Punjab and the Chief Commissioner of the Central Provinces, and that those authori-

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ties have been asked to supply as far as may be in their power, the information required by the Chamber of Commerce at Calentia, taking such steps for procuring the same as they may deem best. A copy of your letter has also been sent to the Homo Department for consideration and for any orders which that Department any judge it proper to pass as regards the territories under the Government of the Lieutenant-Governor of Bengal and of the Lieutenant-Governor of the North-western Provinces.

2. I am further directed to forward to you copies of certain demi-official correspondence which was collected last year at the request of Sir Charles Trevelyan, containing information as regards the native manufacture of cotton and the effect of high prices on it, which it is thought the Chamber of Commerce at Calcutta may like to possess.

I have the honor to be,

Sir,

Your most obedient servant,

J. T. WHEELER,

Assistant Scoy. to the Gort. of India.

FORT WILLIAM,
The 9th November 1863.

APPENDIX O.

GOVERNMENT TIMBER PURCHASING AGENCY AT RANGOON AND MOULMEIN.

Calcutta, 26th June 1863.

E. C. BAYLEY, Esq.,

Offy. Secy. to the Gort. of India,

Foreign Department.

Stn,—The accompanying petition from the merchants and members of the Landholders' and Commercial Association of Moulmein to the Right Bomble the Vieeroy and Governor-General of Ludia has been sent to us with a request that it might be submitted with such support as the Bengal Chamber of Commerce and Landholders' Association might consider it to deserve

Our respective Committees have directed us'to request the favor of your having the petition laid before Government, and have instructed us, in doing so, to say that they cordially concur in the general purport of the petition, and in deprecating the establishment at Moulmein or elsewhere of a Government agency for purchasing rough logs of wood in competition with the merchants of the place, and for converting them into the different descriptions of timber, which it is the trade of the petitioners and others to prepare.

The Chamber of Commerce addressed the Government of India on the 15th August 1861, with reference to a communication of a similar nature to the present petition, from the merchants of Rangoon to the Commissioner of Pegg, and there fully expressed their views on the subject, to which letter we beg reference. Since that time the Government of India have indicated their intention of separating themselves from undertaking to prepare supplies for themselves when their wants can be provided for by

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contracts or purchases from private merchants and traders; and the Committees on that ground hope a favorable result from the present appeal, more particularly as it appears that there can be no necessity to organize an expensive agency for providing timber at a time when the Government have sold and are selling off nearly all their fleet both of river and sea-going vessels, and when it is understood that they are about to sell or to close the dock yards, where the consumption of timber for Government purposes has been the greatest.

We have the honor to be, &c.,

J. BECKWITH, Secretary,

Landholders' and Commercial Association of British India.

H. W. I. WOOD, Secretary,

Bengal Chamber of Commerce.

To

THE RIGHT HONORABLE

THE EARL OF ELGIN AND KINCARDINE,

Viceroy and Governor-General of India,

de., de., de.

The humble petition of the undersigned
Merchants and Members of the Land-

Merchants and Members of the Landholders' and Commercial Association, Moulmoin,

Respectfully Shewerh,—That your petitioners view with surprise and dismay the appointment of Major Benson as Government timber agent here, notwithstanding the strong remonstrances that were made against the project, when it was first proposed some time ago, by the mercantille community at this place and Rangoon.

2. The length of time which has clapsed since the timber agency question was first mooted made your petitioners hope that Government, on careful consideration of the matter, had seen the great injustice which would be done to trade by the direct competition of Government in the market for the raw article, and had provased its described.

L

- 3 The arrival of Major Benson with the avowed purpose of setting up this timber agency, with abundant means at his command, with authority, as your petitioners are informed, to get out a 60-horse power engine for a steam saw mill from England, in which he purposes to convert round logs and also to ent boards, scantlings, battens, &c. (the balance of the latter after Government wants have been supplied to be sold by public auction) has dispelled these hopes.
- 4. Your petitioners would be a most respectfully to remind your Excellency that the traditional policy of Government has always been to avoid interference with trade, which has been illustrated most strongly lately in the case of the disposal of the Government transports, the retaining of such vessels being, we respectfully submit, much less likely to interfere with private enterprise than the establishment of a Government timber agency.
- The injury done to the trade by this measure is obvious, and we would crave your Excellency's patience while we point out briefly that—

First.—A Government official with unlimited means at his command enters the market for round logs in direct competition with the merchants, and former experience has shown that Government has had to pay more for its timber than private individuals, and a heavy purchase in a market like this would at once have the effect of raising prices to an unusual standard, and thus prevent merchants from fulfilling their engagements.

Secondly.—That having purchased these logs he converts them in a Government saw mill, and the balance of scantilings after supplying Government he sells by mublic auction thereby ruining the market, and putting it completely out of the power of the trade, who deal in such descriptions of wood, to compete with him, and in fact destroying any standard value which such articles have hitherto held in the market.

6. It will be observed that the Government agent does not even tender for the supply by the merchants of the description of timber wanted, but directly compeles with them first in the narket for the raw article, and secondly in the sale of the converted timber.

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- 7. It has hither to been the custom in the different presidencies for Government to tender for the supply of timber they required, and your petitioners as practical men do not hesitate to state their conviction that the wants of Government will be better and more cheaply supplied in that manner, than by the cumbrous and costly machinery of a Government timber agency, and the erection of a saw mill in which (your petitioners speak advisedly) there is no knowing where expense with end.
- 8. Your existioners have large establishments here, and have gone to great expense in machinery, plant, &c, teak timber being the staple article of commerce of the place; the flourishing condition of the port is a proof of their energy and enterprise, and it is only the very grave nature of the case which threatens such disastrous consequences to them by this direct interference with trade that emboddens your petitioners to trespass on your valuable time and unge their grievances thus strongly.
- 9. A reference to our clief authorities, the Commissioner and Chief Commissioner would, we venture to hope, endorse the views which we hold on this subject; as gentlemen so thoroughly conversant with British Burnah cannot, we venture to submit, view the matter in any other light than as a arrangement very prejudicial to commerce, and a direct interforence with private enterprise.
- to commerce, and a content of the co

And your petitioners as in duty bound

shall ever pray.

(Signed)	W. DAWSON,
	W. BROOKE,
,,	E. J. STANLY
,,	M. R. CURRIE
,,	W. T. LAW.
12	J. G. WATSON
"	1 C HARPET

(Signed)	DONALD MACDONALD,
,,,	CHAS. ADY,
,,	J. McCALL,
,,	E. DOWLING,
	P. ROBERTSON,
	A. FRESSANGES,
	F. TYSTER,
,,	J. H. MILLER,
**	R. GREY,
,,	J. GAHAN, FOR J. D. BOOTH,
,,	L. C. AVOUNG,
,,	LASSAN FOR AYEW,
,,	P. PRO. TODD FINDLAY & CO., J. S.
,,	WATSON,
.,,	FRANCIS BUROH & CO.,
,,	P. PRO. WILLIAM WALLACE, A.
,,	FRESSANGES,
,,	GRASEMANN & CO.,
,,	GARDNER, BROOKE & CO.,
,,	M. R. CURRIE & CO.,
,,	MILLER AND BUCHANON,
,,	MELOSCH HALLMANN & CO.,
,,	DREW & CO.,
,,	ABRAHAM COHEN,
,,	J. SIMPSON,
,,	MY HO,
	MONG OWN DOOR,
,,	NONG NINE,
	KOWN DOOR,
"	MOUNG SHOAY BENO.

Moulmein, 21st May 1863.

(Copy.)

Military Department, the 16th July 1863.

Extract from the proceedings of the Government of India in the Financial Department,—(No. 3003, dated 6th July 1863.)

Read extract from the proceedings of Government in the Military Department, No. 402, dated 13th May 1863, forwarding

correspondence regarding the proceedings of Major Benson, timber purchasing agent, British Burmah, and his proposals for office and working establishments, and for the purchase of a house with a good river frontage at Moulmein for the agency.

Resolution.—The Horble the President in Council observes that circumstances have altered materially from those which induced Government in 1861, to approve of the scheme for a timber purchasing agency at Rangoon, and the appointment of a purchasing agent at Montherin. Owing to the recent changes in the Indian marine, a special agency for the provision of timber is not required, and the Horble the President in Council directs that the appointment of the purchasing agent be abolished after three months from date of receipt of this order by Major Benson, who should close the accounts of the agency within that period.

2. His Honor in Council further directs that the gun-carriago agency at Madras (in connection with which the scheme of a purchasing agency really originated) be instructed to continue to get their timber from Malabar or Burmal as heretofore. The best timber can be had at Madras without the risk of loss from rejection or otherwise.

3. Other departments will make the best arrangements they en for supplying their own requirements of Burnan timber; care being taken to prevent competition among the departments in each presidency town, by arranging that one department invite tendents on behalf of all from the leading firms in Rangeon and Moulmein, for timber to be delivered at the presidency direct to the officers of the several departments concerned.

d. Officers contracting for Burman timber should contract for half wroughts in proferonce to whole logs whenever this may be practicable; and when entire logs are required, due regard should be paid to their dimensions, so as to reduce the charges of freight, and to consult as closely as possible the convenience of shipment.

A copy to the Military Department for information and for communication to the Governments of Madras and Bombay. A copy to the Military Finance Department.

(A true extract.)

(Signed) E. H. LUSHINGTON, Seey, to the Gort. of India. No. 455.

Copy of the above forwarded to the Officiating Secretary to the Government of India, Public Works Department, with reference to the docket from his Office, No. 3076, dated 7th July 1863.

By order,

(Signed) B. E. BACON, Major,

Offy, Deputy Scey, to the Govt, of India,

No. 452.—To the Secretary to Government, Fort Saint George, Military Department.

No. 453.—To the Secretary to Government, Bombay, Military Department.

No. 454.—To the Officiating Inspector General of Ordnance and Magazines.

No. 456.—To the Secretary to the Government of India, Military Department, with the Governor-General.

(No. 3319)

Copy forwarded for information to the Foreign Department with reference to Mr. Wheeler's docket, No. 973, dated 2nd July 1863.

(Signed) E. C. S. WILLIAMS, Capt. R. E.,

Under-Secy, to the Govt. of India.

Public Works Department,
The 24th July 1863.

(No. 1127)

Copy forwarded to the Bengal Chamber of Commerce and Landholders' and Commercial Association at Calcutta, with reference to their Secretary's letter, dated 26th June last.

By order,

(Signed) J. T. WHEELER.

Assit. Socy, to the Govt, of India.

FOREIGN DEPARTMENT, GENERAL.

The 5th August 1863.

APPENDIX P.

SIR A. COTTON'S ADDRESS ON IRRIGATION.

Memo, on the projects of irrigation lately proposed in Bengal and the North-West.

There are three such projects-

1st, that of Orissa.-This is intended for the distribution and regulation of the water of the Mahanuddee, Brahminy, and Byturny. The main works will be weirs across those rivers at the heads of their Deltas, with a complete system of irrigation channels, drainage works, and river embankments. The high level channels will skirt the hills from the Chilka, by Cuttack, Balasore, and Midnapoor to Calcutta, and all the country between this and the sea can be irrigated. All the main canals to be rendered navigable. It is proposed at present to irrigate about two million acres, and by means of the navigation to place the whole surplus produce of this tract within reach at a practicable cost in carriage of the market of Calcutta. The whole produce of the valley of the Mahanudee, which is already navigated, will also thus be brought on to Calcutta. The contract between the Government and the East India Irrigation Company for this undertaking has been signed, and the surveys and levels have been carried out to a considerable extent. The Company's officers are now prepared to commence the works, and it is hoped that everything will be ready for a vigorous prosecution of the undertaking after the monsoon. Lieutenant Colonel Rundall, who has had great experience in the Madras irrigation works, has been allowed by Government to undertake this charge under the Company, and the works have been planned by him.

2nd. The Bohar project.—This was first examined and estimated by Colonel Dickens under the orders of Government. Upon the works being proposed for the Irrigation Company's consideration, they appointed Sir A. Cotton to meet Colonel Rundall, and

with him to examine this tract of country, to give their joint opinious on such a project. We have accordingly personally visited the main features of the country on the south side of the Ganges, taking some additional levels, &c., and have reported our entire confidence in the undertaking, both as offering ample prospects of returns to the Company, and also of conferring vast benefits on the community. It will be remembered that I had the honor of addressing the mercantile community of Calcutta five years ago on the subject of keeping the communication between the main Ganges and Calcutta open throughout the year, so that the vast river traffic might at all times be brought direct to this port and city without encountering the inconveniences of the Nuddea rivers during the monsoon, and the circuitous route of the Soonderbuns in the dry season. I sketched out a project for this purpose, including also a great extent of irrigation and drainage in Nuddea, &c., at that time. But nothing was done about it, though the Chamber of Commerce supported the consideration of the subject. The project included also the extremely important work,-the supplying Calcutta with abundance of Ganges water, a point which has of late engaged so much attention. I believe one principal reason why nothing was done about it was that it was considered that the Government, according to the notions that have hitherto prevailed, and which have been received by tradition from the India House, thought that they could not provide the necessary funds. This difficulty is now met by the proposal that a Company should undertake the works, as they have lately done in the case of the Toombudra works in Madras, which are already considerably advanced, and now also in that of Orissa. There were also objections raised to this project by the local Government engineers, who having had no experience in such works as have been executed with such extraordinary success in Tanjore, Rajahmundry, &c., in Madras, could not realize the practicability of similar works here. We have satisfied ourselves of the perfect practicability of extending the Behar works quite to Calentia, so as to include all the objects before sought to be gained by the Rajmahal canal, especially the bringing to Calcutta an abundant supply of the best water. The main work in this system would be a weir across the Soane, near the point where the Grand Trunk Road crosses it, so as to give us the

command of the entire body of water that passes down that river in the dry season, and as much of it in the monsoon as we choose to appropriate. From this dam, main irrigation canals would be led westward to Allahabad and eastward to the Sonthall hills, and continued on to Calcutta, with branches to irrigate each main division of the tract between the different rivers. It is found by the levels that the whole of the vast tract between the hill country and the Ganges can thus be irrigated and drained, without a single very serious engineering difficulty; and of course the districts eastward of the Sonthall hills and Nuddea can be irrigated at the same time. We had abundant evidence of the immense value of irrigation in this fertile tract, and we find in general that the produce here as in Madras will be increased from two to three-fold by river irrigation. With respect to the navigation, I find that the tonnage entering the Calcutta canals, by the last return was three million tons. Of course laths of this can never be carried by land; it can neither afford the cost of land carriage, with that of transfer, nor can means be provided for so vast a quantity by land; it must therefore continue to be conveyed by water or not at all, and the question is between the detentions, expenses, and risks of river transit, and the rapidity, cheapness, and safety of canal carriage. The greater rapidity on canals is owing to moderate current, and their being available for transit in all weathers, and by night as well as by day. It must also be remembered that this water traffic is even now rapidly increasing, and if the extensive irrigation of the country is undertaken, the quantity of bulky produce to be brought to Calcutta will be quickly doubled and trobled. This project would thus provide for the irrigation and drainage of two or three million acres. The irrigation may be extended far beyond this area by storing water in the table-lands of the basins of the Soane and other rivers. One most favourable site for a tank has been examined on the Kurrumnassa, where, at a very moderate expense, all the water of the whole upper basin of that river might be stored, thus also putting a stop to the floods of that river.

lxxxix

The third project is for the irrigation of Oude, and would extend into the western provinces of Bengal. The supply of water would here be obtained from the Sarjoo and the Gogra, and one main feature of the scheme is, the very large supply of water in those

7.

rivers in the dry season, three times that of the Gauges at the head of the grand canal. Another feature is the extraordinary facilities for distributing it, owing to the nature of the levels of the country, and of the channels of the rivers, so that the irrigation of this tast is incomparably more simple than that of the Madras districts. From the weir on the Gogra we would propose to lead one unin channel to the eastward, so as to irrigate the districts of Baraitch and Tithoot, terminating at the Ganges opposite to Monghyr. There is a water supply here for about 8 million acres, without storing in tauto.

In the course of these examinations I found it necessary to visit the Doab also, in order to collect the information which the grand caual might afford. I find that the use of that most important and noble work might be vastly extended. At present I believe arrangements are making for the irrigation of about a million acres out of some 12 millions that the Doab contains; but there is nothing to prevent the irrigation being extended to 4 or 5 million acres. Thus the whole valley of the Ganges from Hurdwar to Calcutta has the most wonderful natural facilities for irrigation and navigation, without the difficulties that had to be overcome in the Madras works. At least 20 million acres can easily be irrigated, and it is a low estimate that produce to the value of Rs. 20 an acro is added by irrigation to the present average, while subject to all the contingencies of drought and floods; so that that extent of irrigation would add 40 millions sterling to the value of produce. But of course to give the full value to this produce it must be brought by water to Calcutta. The great mass of the produce of the country cannot bear 500 or 1,000 miles of land carriage. Even the present carriage by the river, including interest and risk, is too expensive for the principal part of it; to bring it within reach of Calcutta, the cost of carriago must be reduced to a rupee per ton per 100 miles. including interest and risk, and nothing can do this but first class navigation. When this is effected, and the enormous surplus produce of the vast fertile plains up to the foot of the Himalayas is thus brought within practicable reach of the port of Calcutta, it is impossible to estimate to what amount its trade will extend. It must be remembered that the great increase of wealth which the irrigation will throw into the hands of the native population will of course cause as great an extension of the import trade

When formerly I had the honor to bring this subject before the community of Calcutta, I supported it by showing the results of such a system of irrigation and navigation in Madras; since then the progress of the irrigated districts has advanced in an astonishing manner. Tanjore, which when we first obtained it, yielded 30 laklis of revenue, now yields about 65; and Rajahmundry, or as it is now called Godavery, has risen from an average of $19\frac{1}{2}$ lakhs to $38\frac{1}{2}$ by the last return I have, besides which 61 lakks of water-rate on lands which had not till then been charged, was ordered to be imposed this year, which would bring the revenue up to 45 lakhs; and the minor distributing channels have yet to be cut for an additional 500,000 acres, upon which the revenue survey officers state that there will be a water-rate of 18 lakhs, when the revenue would be the present state of the district is thus reported in the administration report of the Madras Government for 1860-61, para. 14:-"The increased prosperity of the district is most vividly marked in every way," and again in para. 220 :- "The present state of the district compared with its state before the improvements may be briefly summed up as follows; the revenue has been doubled; the goods traffic increased thirty-fold, the passenger traffic seven-fold, and the exports twelve-fold." Again-"The importation of bullion in 1860-61 was £191,000."

The following are the statistics :--

up to 1	1846					*** :	194]	akhs
Average	from	1847	to 1850				25	,,
,,	,,	1851	to 1854				26	,,
.,	,,	1855	to 1858				$28\frac{1}{2}$,,
"	,,	1858	to 1859		***		291	,,
,,	,,	1859	to 1860				32	,,
	.,	1860	to 1861				381	,,
And the follo	wing	will	show its	progr	ess in	compar	ison c	of the

Average Reserve of fire years from 1841 to 1845

21 001 00	ie miremie o	, Just gon	e jrone	2022	00 20	4.	
1.	Tanjore	***.				471	lakhs
2.	Canara	***;				32	- 22
3	Malabar					311	

4.	Bellary				 32	lakhs.
5.	Tinnevelly				 27	,,
6.	Coimbatore	•••			 $26\frac{1}{2}$	22
7.	South Arcot				 26	,,
8.	Cuddapalı				 $25\frac{3}{4}$,,
9.	Nellore				 25	,,
10.	North Arcot				 247	,,
11.	Madura				 24	,,
12.	Salem		•••		 201	,,
13.	Rajahmundry				 201	,,
	Chingleput				 $16\frac{1}{2}$,,
15.	Trichinopoly .			•••	 151	,,
16.	Vizagapatam				 15	,,
17.	Masulipatam				 133	,,
18.	Guntoor				 13	,,
. 19.	Ganjam				 $12\frac{1}{4}$,,.
20.	Kurnool				 8}	,,
While the	last returns for	1861	were-			
1.					 65£	lakhs.
	Rajahmundry				 381	,,
3.	Tinnevelly				 331	,,
4.	South Arcot		,		 $32\frac{1}{2}$,, .
5.	Canara				 31]	,,
6.	Malabar				 $28\frac{1}{2}$,,
7.	Nellore				 $27\frac{3}{4}$,,
	Madura				 261	1,
9.	Coimbatore				 $26\frac{1}{2}$,,
10.	Bellary				 24	,,
11.	North Arcot				 $22\frac{1}{2}$,,
12.	Salem				 223	22
13.	Guntoor				 22	17
14.	Ganjam			•••	 $21\frac{1}{4}$,,
	Cuddapah	•••,			 20	17
	Masulipatam				 $16\frac{8}{4}$,,
	Vizagapatam				 16}	,,
18.	Kurnool				 16	,,
19.	Trichinopoly				 16	33
20.	Chingleput				 16	,,
						~

It will thus be seen that Rajahmundry has passed over eleven districts and is now second only to Tanjon, the other irrigated district. This amazing progress is solely owing to the regulation of its water. There will be observed also the prodigions difference between Tanjore and all the other districts of India. The average revenue of districts throughout India is under 20 lakls, while that of Tanjore, of very moderate area, is 65. And while it pays this rest revenue, its private wealth is far beyond that of any other district. And the following is the statement of the exports of Rajahmundry by sea:—

Lakls.

w	erage	of to	n yea	rs	before the	works	$_{\rm from}$	1836 to	1845	53
Lv	erage	front	1846	to	1849					$11\frac{1}{2}$
	,,	,,	1850	to	1853					$15\frac{1}{2}$
	,,	j,	1854	ŧο	1857					$26\frac{1}{2}$
	,,	,,	1858							40
	,,	,,	1859							32
			1860							50}

It has not however kept up to 50 lakbs; I believe last year it was not much above 30. This was owing in a great measure to a heavy flood, which did considerable damage to one side of the district, notwithstanding the works.

And the following is a statement of the traffic on the principal canal:—

No	o. of boats i	n 1851	 	 750
	,,	1852	 	 2,300
	,,	1853	 	 7,400
	,,	1854	 	 8,300
	,,	1855	 	 9,400
	,,	1856	 	 13,400
	,,	1857	 	 9,600
	,,	1858	 	 13,000
	,,	1859	 	 15,000
		1860		 15,000

and the latter boats were of more than double the tonnage of the first ones. And with respect to the returns for outlay, the total expenditure is still, I believe, under 50 laklas, while the increase of revenue is about 25 laklas, or 50 per cent. Of course a great por-

tion of these profits are not such as would be obtained by a private company, as they would merely receive the actual water-rate, while the revenue of the Government is increased by extended cultivation, export duty, &c. Still there is abundant room for ample profits to a company executing such works.

It will thus be evident that in dealing with this matter we have abundant data for our conclusions. It is now 35 years since I was appointed by the Madras Government to the charge of the Tanjore district to project works for its protection from dangers which threatened it with ruin, and since then I have been constantly employed in projecting and executing such works on a large scale, and the fact is underiable that by God's blessing the prodigious results from regulating the water in several Madras districts have been such as to leave no room for question about the matter. In urging such works in the valley of the Ganges, therefore, I may fairly insist that it is not presumptuous in me, after such long and extensive experience, to give a decided opinion on the subject. That opinion is, that the valley of the Ganges is far more favourable for the regulation of its waters than the Madras irrigated districts, and that results at least equal to those already obtained, can certainly be produced by the same means here.

I may also mention here, with reference to the terrible accounts just published of the prodigious waste of life by fever at this moment in the immediate neighbourhood of Calcutta, that the only effectual remedy for it is this regulation of the water, the thorough irrigation and drainage of the districts. If every village had a constant stream of pure river water running through it the whole year, and intermediate drains carried off all superabundant and otherwise stagnant water, we have every reason to hope that severe fevers would disappear. The vast population of Tanjore, about 700 to the square mile, shows how extremely healthy a district so treated becomes.

A. COTTON, Major Genl.

Royal Madras Engineers.

April 30, 1863

APPENDIX

Statement of the Funds of

	į	i	٦.		The state of the s	
Rs 21,871 12	s			5	Rs 21,871 12 9	
1,290 5		"Amount refinded on ac- count of Mr. C. Land's amundallowhere for Con- nercial Pelegrams advanc- ed on the 4th June 1862				
9 3.663 10	. 01	, Net profits of Price Current from 1st May 1863 to 31st October 1863 1,530 10 9			Government Paper 7,500 0 0	్ త
	0	per cent. Gort. Paper for Its. 7,500, less Income Tax 145 0 0			" Balance :— Cash in Bank of Reneal 4,591 2 0	" Bal
,				ြိ	Rs 9,780 10 9	
	0 098,	" Subscriptions 7,860 0	:	6	" Charges General 4,125 10 9	" Chr
0 10 917 13	0	Government Paper		0	" Establishment 4,755 0 0	,, Est
	5	900 0 0 By Balance of 30th April 1863 :	By	0	To Office Rent 900	To Off
		31st October 1863.	0.67	Octo	31st	

SCHEDULE OF COMMISSION CHARGES,

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce held on the 18th June 1861,—with effect from 1st January 1862.

1.	On the sale, purchase, or shipment of Bullion,		
	Gold Dust, or Coin	1 per	cent.
2.	On the purchase (when in funds) or sale of		
	Indigo, Raw Silk, Silk Piece Goods, Opium,		
	Pearls, Precious Stones, or Jewellery	21	,,
3.	On purchasing ditto when funds are provided by		
	the Agent	5	,,
4.	On the sale or purchase of all other goods—the		
	commission in all cases to be charged upon the		
	gross amount of sales, and in regard to pur-		
	chases upon both cost and charges	5	,,
5.	On returns for Consignments if made in produce	21	,,
G.	On returns of Consignments if in Bills, Bullion,		
	or Treasure	1	,,
7. 1	On accepting Bills against Consignments	1	,,
8.	On the sale or purchase of Ships, Factorics,		"
	Houses, Lands, and all property of a like des-		
	eription	23	,,
9.	On goods and treasure consigned, and all other	-	"
	property of any description referred to Agency		
	for sale, whether advanced upon or otherwise,		
	which shall afterwards be withdrawn; and on		
	goods consigned for conditional delivery to		
	others and so delivered, on invoice amount at		
	2s. per rupce	half e	301m
10.	On making advances or procuring loans of money		
	for commercial purposes, when the aggregate		
	commission does not exceed 5 per cent	2 !	,,

11.	On ordering or receiving and delivering goods, or		
	superintending the fulfilment of contracts, or		
	on the shipment of goods, where no other		
	Commission is derived	2½ per	cent
12.	On guaranteeing Bills, Bonds, or other engage-		
	ments, and on becoming security for adminis-		
	tration of Estates, or to Government for the		
	disbursoment of public money	$2l_2$	"
13.	On del-eredere or guaranteeing the due realization		
	of sales	$2\frac{1}{2}$,,
1.4.	On the management of Estates for Executors or		
	Administrators	21/2	,,
15.	On chartering ships or engaging tonnage for con-		
	stituents for vessels to proceed to outports for		
	loading	21	,,
16.	On advertising as the Agents for Owners or Com-		
	manders of ships for cabin passengers, on the		
	amount of passage money, whether the same		
	shall pass through the Agents' hands or not	$2\frac{1}{2}$,,
17.	On procuring freight for a ship by a shipping or-		
	der or charter, or on procuring employment for		
	a ship on monthly hire, or acting as Agents for		
	Owners, Captain, or Charterers of a vessel upon		
	the gross amount of freight, brokerage inclusive	5	**
18.	On engaging Asiatic Emigrants for a ship to the		
	Mauritius, the West Indies, or elsewhere,		
	upon the gross amount of earnings	5	"
19.	On engaging troops for a ship to Great Britain or		
	elsewhere, on the gross amount of passage	01	
	money for rank and file	$2\frac{1}{2}$	"
20.	On realising inward freight, inward troop, Emi-	0.1	
	grant, or Cabin passage money	21	"
21.	On landing and re-shipping goods from any vessel		
	in distress, or on landing and selling by auction		

as Agent for the Master on behalf of all concorned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold 5 per cent. If Opium, Indigo, Raw Silk, or Silk Piece Goods 21; If Treasure, precious Stones or Jewellery 22. On effecting Insurances, whether on lives or property 23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium 2½ 24. On drawing, purchasing, selling, or negotiating Bills of Exchange 1 25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 21 Or if recovered by such means 5 On Bills of Exchange returned dishonored 1 27. On collecting House Rent 21 29. On realising Bottomry Bonds, or negotiating any 30. On granting Letters of Credit 1 31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another 32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value 33. On all amounts debited and credited within the year (less the balance brought forward) upon which no Commission amounting to 5 per cent. Brokerage when paid is to be separately charged. H. W. I. WOOD, Secretary.

TONNAGE SCHEDULL for the Port of Calcutta adopted at the General Meeting of the Bengal Chamber of Commerce held on the 28th May 1859. The Schedule came into operation from 1st January 1869.

ARTICLES.	Cwt. per Ton Nott.	Cubic Feet per Ton.
	20	•
Aloes, in Bags and Boxes	20	*******
Alson in Ditto		******
Assigned in Page	8	
A		50
Arnfortida in Bass and Boxes	20	********
Appeared in Boxes		50
Bark, in Bags	8	
Bees' Wax	20 cwt.	gross.
	20	i
Barilia Betel-nut	20	*******
Books		50
Books	20	
Borax or Tineal	50	
Brimstone		er cent.
Bullion	16 "1	
Cake-lac, in Bags		50
Camphor, in Cases		
Cardamons in Robins	8	******
Boxes		50
Cassia, in Boxes		00
in Paris	12	
China Root, in Bags	11	
Poves		50
Chiretia		50
		50
Cloves, in Bags	8	
Boxes	1	50
,, Boxes	20	
Coals		50
Cochineal		1
Coffee, in Bags	4 22	
Casks		
Coral, Rough		59
Cotton, in Bales, 5 to the ton, not to exceed		02
Cowries	. 20	
Cutch in Bars	.[15	
Dates Wet	.1 20	
Dest	. 10	
Triall	. 20	*******
Elephants' Teeth, in Bulk	20	
Furniture		50
Garlie and Onions	12	
Garne and Omons		

•	Cwt per	Cubic
ARTICLES.	Cwt. per Ton Nett.	Feet
	TON THOU	per Ton.
Ginger	16	
Gram	20	
Gums in 'asos		50
Gunny Bags and Gunny Cloth		50
Gunish	1	50
Gunjah Hemp, in Bales, per ton of 5 Bales, not to)]
exceed		52
Hides, Buffalo, or Cow, Cured	14	
Hoofs, Horn Shavings and Tips,	20	
Horus, Cow, Buffalo or Deer	20	
Indigo.		50
Jute, 5 Bales to the Ton not exceeding		5.2
Lac Dvc		50
Lord	20 cwt	gross.
Linseed	20	1
Mace		50
Machinery	20	
Motals		
Mirabolams		
Molasses		e ov 4 blude
Mother o'Pearl, in Bags	20	1
Munject, Chests	20	
Municet.		50
Mustard or Rape Seed Nutmogs, in Cases or Casks	20	
Nutmers, in Cases or Casks		50
Nux Vomica	16	
Oats	16	
Oil, in Cases		50
, Casks	4 hogs	
Opium	perc	
Paddy	16	1
Peas	20	1
Pepper, Long	12	
. Black	14	
Planks and Deals.	1.4	50
Poppy Seed	20	00
Putchuck	10	
Raw Silk, in Bales		
Rattans for Dunnage	20	
Red Wood Ditto	20	
Rhea, in Bales, per Ton of 5 Bls. not exceeding	20	52
Rice	20	
Roping in Coils	20	59
" Lines and Twines, in Bundles	16	0.0
Rum, in Casks		s or 4 blids
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	-	THE PARTY OF THE PARTY.
ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ten.
Safilower, in Els. p. Ton of 5 Bls. not exdg		52
Sallower, in Gis. p. 166 of 5 bis. not exag Sago, in Cases		50
Sago, in Casos	20	
Sal-amoniae, in Bags	20 cwt	
", Boxes	20 000	gross
Saltpetre	20	********
Salt		
Sapan Wood for Dunnage	20	*******
Scaling Wax, in Cases	*****	50
Seed-lac, in Cases		50
,, Bags	16	
Senna,	*******	50
Shells, Rough, in Bags	20	
Shell-lac, in Cases		50
" Baga	16	
Silk Piece Goods		50
Skins	14	
		50
Soap, Country, in Cases	15	
,, Bags	20	*********
,, Bar	1	50
Stick Lac, in Cases		
" Bags	16	
Sugar	20	
Tallow, in Cases or Casks	20	*******
Tale	20	
Tamarind, in Cases or Casks	20	
Tapioca		50
Tea		50
Teel Seed		*******
Timber, Round		40
Squared		50
Tobacco, in Balas		50
Turmerie	4	
Wheat	- 20	50
Wool		1 (9)

N. B.—Goods in Casks or Cases to be calculated gross weight when paying freight by weight; and where freight is made payable on measurement, the measurement be taken on the Custom House wharf, or other shipping wharf within the limits of the Port of Calcutta.

H. W. I. WOOD,

Secretary.

MEMBERS OF THE CHAMBER OF COMMERCE.

Kelly and Co.

Agabeg, Joseph. Agency, Joseph.
Apear and Co.
Argenti, Sechiari and Co.
Atkinson, Tilton and Co.
Begg, Dunlop and Co. Baifour and Co. Borradaile, John and Co. Braddon, H. E. Camin, H. and Lamouroux. Carlisles, Nephews and Co. Campbell. Robert, Agent, Chartered Mercantile Bank of India. Colvin, Cowic and Co. Crooke, Rome and Co. DeSouza, Thos. and Co. Dickinson Brothers and Co. Duff, Thos., Agent, Borneo Company. Durrschmidt, Grob and Co. Ernsthauson and Oesterley, Ewing and Co Elliott, John and Co. Fergusson, J. H. Finleyson, Alex. V., Agent, Com-mercial Bank of India. Foster, Rogers and Co. Forrester, Chas. Gillanders, Arbuthmot and Co. Gisborne and Co. Gladstone, Wyllie and Co. Graf and Banziger. Gordon, Stuart and Co. Grindlay and Co. Grant, Smith and Co. Henderson and Co. Henderson, George and Co. Heron and Co. Hoare, Miller and Co. Hewett, A. F. Agent, Chartered Bank of India. Jardine, Skinner and Co. Jankins, Dearman and Co. Janessen, J. and Co. Kettlewell, Bullen and Co.

Ker, Dods and Co. Lyall, Rennie and Co. Lewis, Bailey and Co. Mackillop, Stewart and Co. Mackinnon, Mackenzie and Co. Mackenzie, Lyall and Co. Mackey and Co.
Macker, M., Manager, Central
Bank of Western India.
MacLachlan, J. E. Mair and Co. Moran, W. and Co. Mosley and Hurst. Mohendronauth Bose. Ogle, John and Co. Pearce, Macrae and Co. Peel, Bellairs and Co. Pennington and Co. Pehmolicr, G. and Co.'s Successors. Pereira and Co. Pietsch, G. Manager, Comptoir D'Escompte de l'aris. Playfair, Duncan and Co. Potter and Co. Prestwich, E. Petrocochino, E. E. and Co. Purrier and Co. Pickford, Mathewson and Co. Ralli Brothers. Ralli and Mavrojani, Ram Gopaul Ghose and Co. Robert and Charriol. Schilizzi and Co. Schneider, J. P. Schoene, Kilburn and Co. Shand, Fairlie and Co. Sham Chaund Mitter. Stewart, W. C. and Co. Thomas, R. and Co. Wattenbach, Heilgers and Co. Williamson Brothers and Co. Whitney Brothers and Co. Wiseman, Snead and Co.

MOFUSSIL MEMBERS.

Becher, Wm.—Govelatty, Assan. Devarell, H.—Ackergrage. Cope, H. and Co.—Varitsur. Gale, John.—Pandarl. Hamilton Brown & Co.—Mirzapure.

Hay, J. O. and Co.—Akyah. Howard Brothers,—Miczapare. Kenny, J. T.—Salgamoodiah. Todd, Findlay & Co.—Moulmein.

RULES AND REGULATIONS

AT 1811 I

BENGAL CHAMBER OF COMMERCE.

First...... That the Society shall be styled "The Bengar 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 natters 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 arbitrake between disputants, the decisions in such references being recorded for Inture 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 Sulscription and on signature of the Rules and Regulations, be admissible as Members in the manner hereinafter described.

Fourth.... That Caudidates for admission, proposed and seconded by Members, may be admitted provisionally as Members by the Committee, subject to confirmation at the next General Meeting. 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 threefourths of the Members of the Chamber.

Screnth..... 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 exofficio Chamman 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 Honomry 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 A-sociation.







