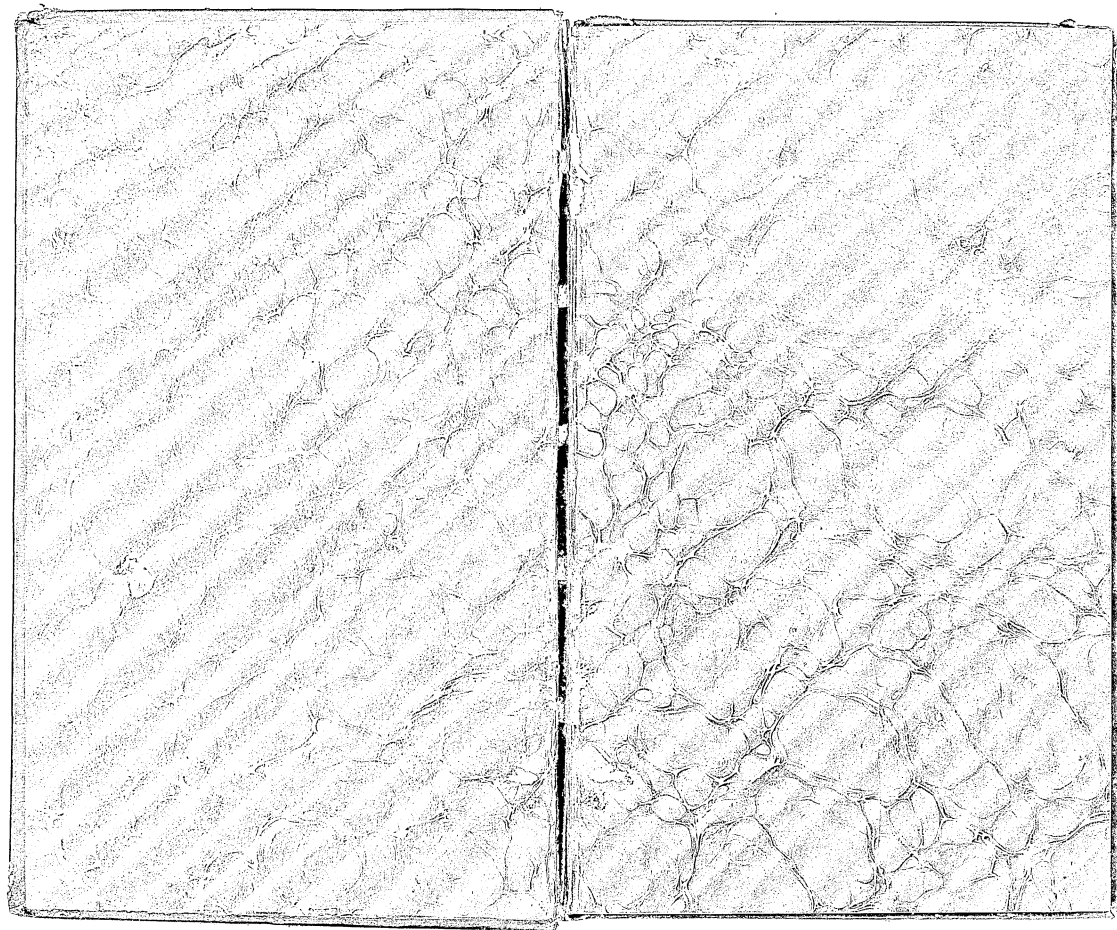
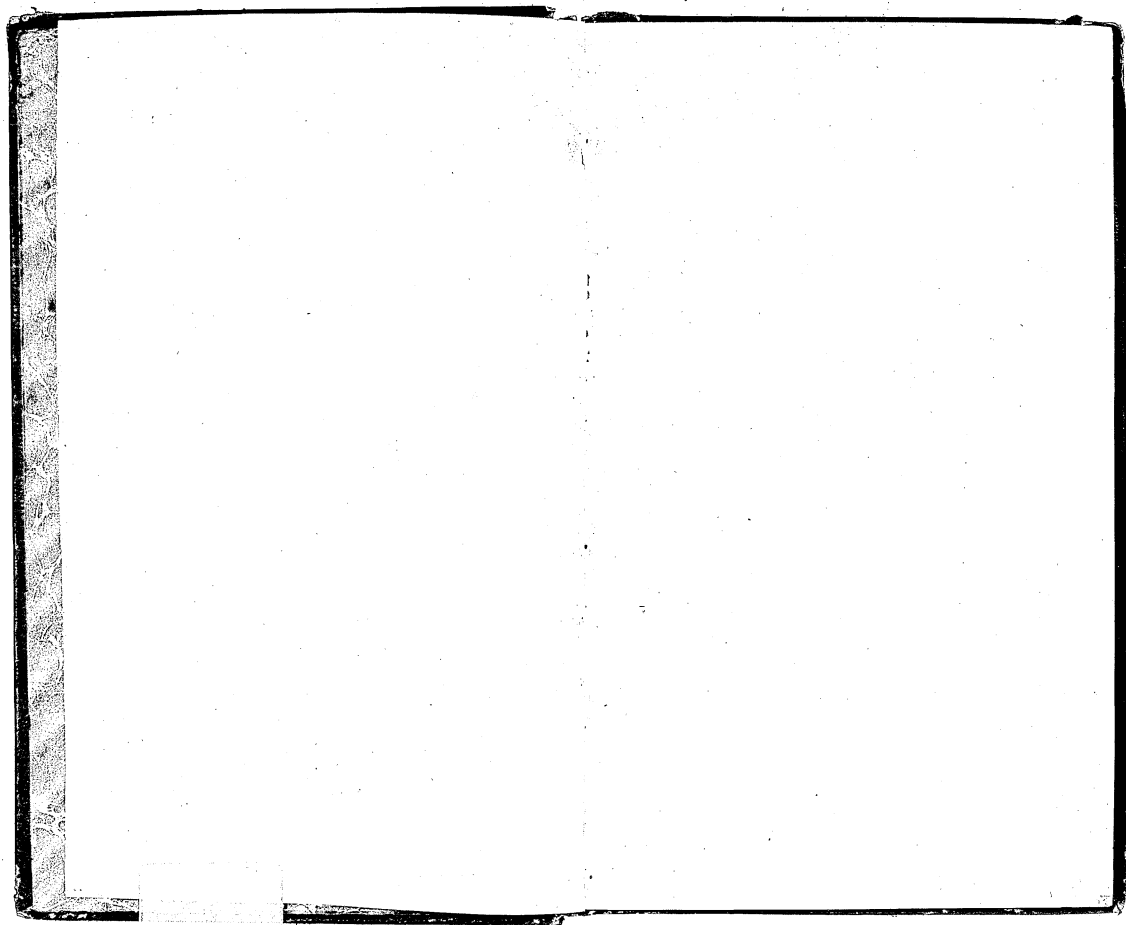


REPORT  
OF THE  
BENGAL CHAMBER OF COMMERCE  
FROM 1<sup>ST</sup> NOVEMBER 1871 TO 30<sup>TH</sup> APRIL 1872





REPORT  
OF  
THE COMMITTEE  
OF THE  
BENGAL CHAMBER OF COMMERCE.

---

From 1st November 1871 to 30th April 1872.

---

Calcutta:

PRINTED BY CONES AND CO., No. 19, LALL BAZAR.

1872.

# INDEX.

SUBJECTS.	Report Page.	Appendix Page.
The late Earl of Mayo ... ..	1	.....
The Budget ... ..	2	.....
Jetties and Wharves ... ..	4	.....
Jute Depots ... ..	18	.....
Tonnage Schedule ... ..	24	.....
Floating Bridge ... ..	26	.....
Tramways ... ..	27	.....
Customs Act ... ..	28	.....
Indian Stamp Act .. ...	37	.....
✓Merchant Seamen's Act ... ..	40	.....
Native Passenger-ship's Act ... ..	43	.....
Trade Statistics ... ..	44	.....
Oil Seed Cargoes ... ..	50	.....
Unauthorised Fees at the Custom } House ... .. }	52	.....
Subscription for the Sister of the } late Thomas Waghorn ... .. }	54	.....
Portrait of Sir Wm. Grey ... ..	55	.....
New Members ... ..	55	.....
Funds of the Chamber ... ..	55	ii
Commercial Returns for 1871 ... ..	.....	iii
Tonnage Schedule for the Port of } Calcutta ... .. }	.....	vii
Members of the Chamber ... ..	.....	xi
Rules and Regulation of the Chamber.	.....	xii

*Proceedings of the Half-yearly General Meeting of  
the Bengal Chamber of Commerce held on Friday,  
the 31st May 1872.*

The Hon'ble J. R. Bullen Smith, *President*,  
in the Chair.

The Chairman commenced the proceedings with  
the following remarks :—

Gentlemen,—I have the pleasure to present  
the usual half-yearly report of the Committee of  
the Chamber for the six months ending 30th  
April last, and in moving its formal adoption I  
shall not have to trespass on your time for many  
minutes.

The report opens with a brief notice of the  
death of the late Viceroy, and I am sure every  
Member of the Chamber will echo back a hearty  
response to the expression of deep regret at this  
most deplorable occurrence, which the Committee  
have placed on record. Those who, like our-  
selves, are actively engaged in the commerce of  
British India have every reason to join in the  
universal sorrow which Lord Mayo's death has  
called forth, for, I believe, we shall never have a

ruler who will more practically recognise the value to the Empire of our pursuits, who will be more deeply interested in the various industrial enterprises which European capital has set on foot in this country, or more willing to extend to them all the legitimate support in his power. The choice of a successor to the late Viceroy seems to have been well and wisely exercised, and although the Chamber did not present His Excellency Lord Northbrook with an Address on arrival, partly because such has not been our custom, and partly because we had nothing special to represent, not the less do we all wish him health and strength for the duties and labors of his high office.

The Committee's report next contains the usual notice of the Budget Statement recently presented, and regarding which there has been so much said and written during the last few weeks that it would be altogether superfluous for me now to enlarge upon it. The Income Tax has again formed a prominent topic, and is, I see by a recent telegram, about to form subject of a motion in the House of Commons. I scarcely think there is any early prospect of relief from this burden by a vote of the Imperial Parliament, but that it should be

even brought forward in that assembly appears to indicate increased interest in Indian affairs, and can hardly fail to press the matter still further upon the attention of the Government here. My own desire and hope is that this Income Tax question may receive next cold season mature and deliberate consideration, with ample time and ample materials—not the narrow issue whether for another year Sir Richard Temple is to be allowed this tax to balance perhaps a small prospective deficit, but the broad and most important question of principle, viz., whether this impost, even in its mildest form, is so utterly unsuited to this country and its attendant conditions so necessarily and irremediably bad, that its retention among the sources of ordinary revenue should no longer be tolerated, that it should be laid aside, only to be reproduced in a time of dire extremity,—such as the mutiny deficit which first called it into existence.

In connection with the notice of the Port-Trust I have to mention that a Sub-Committee of the Commissioners are now engaged in considering whether they can fall in with the Chamber's suggestion for the selection of a piece of land on the Howrah side, to form a dépôt

under the control of the Commissioners, for the reception of all fully pressed cotton bales arriving by the East Indian Railway. I believe the formation of such a depôt would be a boon to all concerned, that it would materially diminish the fraud and harrassment with which measurements are now carried on, and I trust the Commissioners may see their way to adopt the proposal and have their arrangements matured in time for the next cotton season. The report notices the concession which Government, with the concurrence of the Committee of the Chamber, has made to the Port Commissioners as regards non-liability for acts and defaults of their servants; it is an important concession undoubtedly, and goes further than English law in similar cases; but I think the peculiar circumstances under which our Port Trust was founded justify the exception, and I hope the view of the subject taken by the Committee may be endorsed by Members generally.

The new Act for the regulation and control of jute depôts will come into force on 1st August, and I understand His Honor the Lieutenant-Governor has resolved that the provisions of this law shall at once be extended to Howrah, in view of

the greatly increased trade in jute which it is anticipated by many will spring up on that side of the river before very long, partly owing to the probable condemnation of many of the existing depôts on the Calcutta side, and partly to the convenience for transport which the new floating bridge will afford. As to this latter, the Committee have been unable recently to get any official information, but I have learned within the last 24 hours, on I believe reliable authority, that the construction of the pontoons is being pushed forward at home under Mr. Bradford Leslie's superintendence; so that this long-talked of work may at length be considered as fairly in hand.

You will find duly recorded in the report the decision of the Special Meeting of 12th February, in connection with the Tonnage Schedule, by which the amended Schedule was rejected; so that the appendix to this Report will contain not the Schedule agreed to at our last ordinary meeting, but that to which we have been accustomed for some years, changed however in one or two important particulars. In common with the rest of the Committee, I much regretted and still regret the decision come to at the meeting in February, but we, of course,



accepted it without demur and did not anticipate any further action in the matter for the present. During this month, however, we have received the letters from the Ship-owners' Associations of Liverpool and London, which, together with the Committee's reply thereto, I now beg to lay upon the table.\* Copies of these letters have, I understand, been circulated among the members, so you are all doubtless fully acquainted with their contents, and you will notice that the Committee, this day retiring, have in their reply expressed an opinion against the expediency of re-opening a question which has been so recently settled, and regarding which a good deal of feeling existed at the time. I believe, however, that some members hold a different view on this point, and that there does exist on the part of some a desire to have the Tonnage Schedule re-considered *de novo* without delay, as to which the friends in question will probably make known their wishes and intentions at a later stage of this day's proceedings.

I would ask your particular attention to the

---

\* The correspondence will be found at page 11.

amendments in the Customs Act which the Committee have recommended to the Board of Revenue, and as nothing further has yet been done in the matter, there is still opportunity for making any further suggestions which may appear necessary, and regarding which I am sure the Committee this day to be elected will be glad to hear from members.

There are various other matters of minor importance mentioned in the Report, but nothing which seems to call for special mention at my hands; with the foregoing remarks, I therefore beg to move the adoption of the Committee's Report for the half-year ending 30th April 1872.

The resolution moved by the President for the adoption of the Committee's Report having been seconded by Mr. T. Willcox, was put to the meeting and unanimously agreed to.

The following resolutions were similarly adopted :—

Proposed by the President,

Seconded by Mr. E. C. Morgan,

*That the Committee's conditional election of Messrs. Stokes, Coleman and Co., as Members*

*of the Bengal Chamber of Commerce, be confirmed.*

Proposed by the President,

Seconded by Mr. J. F. Rutherford,

*That the Committee's conditional election of Mr. N. J. Valetta, as a member of the Committee, in the room of Mr. George Whitney proceeded to America, be confirmed.*

Proposed by B. D. Colvin, Esq.

Seconded by Evan A. Jack, Esq.

*That the cordial thanks of the Chamber of Commerce be given to the Committee for their services during the past half year.*

Mr. Willeox addressed the meeting in reference to the Tonnage Schedule and the letters from the Liverpool and London Ship-owners' Associations, indicating his desire to have the question re-opened at once, and finally handed in a requisition signed in accordance with Rule 17 by his own and four other Firms, for a Special General Meeting to consider the matter. The requisition was handed by the Chairman to the Secretary, with request that he would take the instructions of the Committee thereon and communicate

with the requisitionists. The meeting was also briefly addressed by Mr. Douglas and Mr. Van-Cutsem, the latter gentleman deprecating the renewal of discussion upon the subject.

The Chairman then called upon the scrutineers, Messrs. Murdoch and Pott, for the result of their examination of the voting cards, which was declared as follows :—

Mr. J. C. Murray, *President.*

Mr. J. F. Rutherford, *Vice-President.*

Mr. E. C. Morgan,

Mr. W. F. Stutz,

Mr. T. A. Apear,

Mr. T. A. Vlasto,

Mr. N. J. Valetta,

*Members of the  
Committee.*

All of these gentlemen were present and having intimated their willingness to serve, their election was duly recorded as the Committee of the Chamber for the current year.

It was then proposed by Mr. Morgan, seconded by Mr. Colvin, and unanimously agreed to, that the thanks of the meeting be given to the retiring President for his services to the Cham-

ber during the last three years. Mr. Bullen Smith in returning thanks for this special vote of thanks, expressed the honor he had felt done him by members in three successive elections to the President's chair, at the same time stating his entire concurrence in the recommendation of the Committee, in face of which he was ineligible for re-election on this occasion; he deemed it of importance to have a steady flow of members through the Committee, as he was sure the more members became acquainted by actual service in the executive with the working of the Chamber, the more fully they would recognize the Chamber as an institution calculated to do good service and worthy of the support of the Merchants of this City.

Mr. Murray thanked the members of the Chamber for the honor they had done him, and he thanked them the more cordially as it had been entirely unsolicited on his part.

The Meeting then broke up

H. W. I. WOOD,

*Secretary.*

SHIP-OWNERS' ASSOCIATION,

*Liverpool, 4th April 1872.*

THE CHAIRMAN OF THE  
BENGAL CHAMBER OF COMMERCE,  
CALCUTTA.

SIR,

I beg to hand you herewith a Requisition from the leading Ship-owners of this port, Glasgow and Belfast, relative to the New Tonnage Schedule of the Bengal Chamber of Commerce, as also printed copy of the Proceedings of the Meetings from which the Requisition emanated.

I may add that in this movement the London Ship-owners' Society is quite in accord, and will communicate with your Chamber by this mail.

Doubting not that you will give this subject your early and best consideration, and trusting that the result may be a settlement of the question on a basis satisfactory to all parties,

I remain, Sir,  
Your most obedient Servant,  
JAS. MACDONALD,  
*Chairman.*

---

At a Meeting of Ship-owners engaged in the Calcutta Trade, held 19th March 1872, at the Offices of the

Ship-owners' Association of Liverpool, to take into consideration the Tonnage Schedule of the Bengal Chamber of Commerce,

Present:

James Macdonald, Esq., (of Messrs. D. and J. Macdonald and Chairman of the Liverpool Ship-owners' Association,) in the Chair.  
 William Imrie, Esq., (of Messrs. Ismay, Imrie and Co.)  
 Robert Alexander, Esq.  
 Peter Douglas, Esq., (of Messrs. Stuart and Douglas.)  
 Henry Coubrough, Esq., (of Messrs. Coubrough, Boyd and Co.)  
 David Jardine, Esq., (of Messrs. Farnworth and Jardine.)  
 Edward Jackson, Esq., (of Messrs. Hargrove, Fergusson and Jackson.)  
 Robert Rankin, Esq., (of Messrs. Rankin, Gilmour and Co.)  
 Bryce Allan, Esq., (of Messrs. Allan Brothers and Co.)  
 James Benzley, Esq., (of the British Ship-owners' Company.)  
 W. T. Jacob, Esq., (of Messrs. Peel, Jacob and Co.)  
 Alexander Stoddart, Esq., (of Messrs. Stoddart Brothers.)  
 John M'Diarmid, Esq., (of Messrs. M'Diarmid, Green-shields and Co.)  
 J. G. Houghton, Esq., (of Messrs. Houghton, Smith and Co.)  
 W. B. Forwood, Esq., (of Messrs. Leech, Harrison and Forwood.)  
 Henry Heap, Esq., (of Messrs. Joseph Heap and Sons.)  
 James Higham, Esq., (of Messrs. Shallcross and Higham.)

David Fernie, Esq., (of Messrs. Henry Fernie and Son.)  
 H. N. Hughes, Esq., (of Messrs. H. N. Hughes and Nephew.)  
 J. Southall, Esq., (of Messrs. H. N. Hughes and Nephew.)  
 W. Wright, Esq., (of Messrs. W. and R. Wright.)  
 W. H. Dixon, Esq.  
 Robert G. Allan, Esq., (of Messrs. Allan Brothers & Co.)  
 Philip Nelson, Esq., (of Messrs. Nelson and Co.)  
 John Williamson, Esq., (of Messrs. Williamson, Milligan and Co.)  
 Thomas R. Shallcross, Esq., (of Messrs. Shallcross and Higham.)  
 Mathew M. Willis, Esq., (of Messrs. Willis and Co.)  
 T. G. Edwards, Esq., (of Messrs. Bushby and Edwards.)  
 William Rome, Esq., (of Messrs. Eyre Evans and Co., and Chairman of the National Steamship Company.)  
 C. T. Bowring, Esq., (of Messrs. C. T. Bowring and Co.)  
 T. E. Lemon, Esq., (of Messrs. C. S. Lemon and Co.)  
 L. H. Macintyre, Esq., (of Messrs. L. H. Macintyre & Co.)

Communications were read from

F. A. Clint, Esq., (of Messrs. Clint and Co.)  
 P. Mackinnon, Esq., (of Messrs. Mackinnon, Frew and Co.) and  
 B. C. Nicholson, Esq., (of Messrs. Nicholson and McGill;) regretting their inability to attend, and expressing their approval of the objects of the Meeting.

The Chairman, in opening the proceedings, stated that the original practice, dating from 1854, of measuring Jute and Cotton by the ton of 50 cubic feet had, some years since, given place to a so-called ton of 52 cubic feet, doubtless arising in the case of Jute from the fact that 5 bales of Jute generally measured about 52 cubic feet; this system, however, has been the source of constant annoyances, disputes, and even litigation; and though, when the measurement at the screw-houses was found by Captains to be in excess of 52 cubic feet, payments have been made to the ship for such excess measurement, yet, as stated, it is a constant subject of dispute, and a cause of loss and injustice to Ship-owners. The malpractices at the screw-houses are notorious, and it is, moreover, impossible for a Ship-master to attend to check measurements at these places, as the distances he requires to traverse are so great, in some cases 15 to 20 miles a day, when he has to go to three or four screw-houses at a distance from each other; it, therefore, became a pressing necessity, in the interest of the Ship-owner and of common fairness and justice, that an alteration in the practice of measuring Cotton and Jute should be brought about, and the subject has been frequently before the Bengal Chamber of Commerce with that object.

From the circular of 19th July 1871 convening the Bengal Chamber of Commerce, we extract the following:—

*"The Committee propose at an early date to take up the*

*revision of the existing Tonnage Schedule, in which sundry alterations and additions have been suggested, and I am desirous to solicit the favor of your making known to the Committee any recommendations you may have to make upon this point, as also in regard to the measurement of Cotton which matter was brought forward at last General Meeting."*

And also—

*"The Chairman then addressed the Meeting on the subject of the measurement of Cotton, which appears to be in a very unsatisfactory state at present, and also as to the excessive size of the up-country screwed bales which now arrive in such large quantities, and are shipped direct from Howrah to the vessel for which they are intended; the Committee had not at present any definite resolution to propose on this subject, but as it was one which they would soon be compelled to take up in some form or other, he solicited the views of members for their better guidance. From communications received by the Committee it was evident some members thought a general revision of the Tonnage Schedule necessary; others would like to have all cotton measured alongside instead of at the wharf, so as to protect the ship from the great increase of size which in the case of the bulk of up-country screwed bales undoubtedly arises between the wharf and the ship, making the ton often 60 to 65 feet, instead of 52 feet. The system of having a public measurer, with a sufficient and competent staff of assistants, such as has lately been in force with success in Bombay at a cost of half an anna per bale, found also favor with*

*many; and the Chairman invited members to consider these various suggestions, and communicate freely with the Committee respecting them."*

At the General Meeting of the Bengal Chamber of Commerce on 16th December 1871, it was decided by a large majority that an alteration of the Tonnage Schedule should take effect from 1st July 1872; the alterations were, mainly, that Jute, Hemp, Cotton and Safflower, instead of paying freight per ton of 5 bales not exceeding 52 cubic feet, should now pay freight upon the ton of 50 cubic feet, without reference to the number of bales, the measurement to be taken in Calcutta (the question of the mode of taking measurement being kept in abeyance). Also, it was decided that India-rubber be reduced from 18 cwt. to 16 cwt.; Ginger, Turmeric, Oats, and Myrabolans from 16 cwt. to 12 cwt. per freight ton; and further, that the term "dead weight," which hitherto has had a very loose signification, was defined to comprise the following articles only, viz., Sugar, Saltpetre, Rice, Wheat, Grain, Dholl, Peas, and all metals. Seeds, in future, not to be deemed "dead weight," by the custom of the port.

These proposed changes, it will be seen, were all of benefit to the Ship-owner; they would tend to the abolition of the malpractices already referred to, and the cessation of the consequent annoyances and disputes, and were all in the interests of justice and what is reasonable and fair.

It is, however, much to be regretted that interested parties strongly opposed to these changes have proved sufficiently active and powerful to obtain on 12th February last not only a reversal of the decision of 16th December referred to, and a return to the original Schedule, but several alterations which are still more injurious to the interests of Ship-owners, such as that Linseed and Rapeseed are declared to be "dead weight" by the custom of the port; that Jute of any weight up to 400 lbs. may be shipped without question as to weight, and that all Cotton and Jute must be measured at the screw-houses.

This decision being so adverse to the interests of Ship-owners, and as many of the Ship-owners' representatives in Calcutta do not appear to have advocated their interests by protest or otherwise, it has been considered desirable to call together all those Ship-owners who are interested in the Calcutta Trade, in order to obtain their views and take action accordingly.

After some discussion, the following resolutions were put and carried unanimously:—

It was moved by Robert Rankin, Esq.; seconded by Peter Douglas, Esq.; and *Resolved unanimously*—

"That this Meeting considers the decision of the Bengal Chamber of Commerce of 12th February last, respecting the Tonnage Schedule, as unjust and injurious to the interests of Ship-owners; and at same time this Meeting expresses its regret that many Calcutta Houses

representing Ship-owners have not given that consideration to their interests in this matter that Ship-owners are entitled to expect."

It was moved by James Beazley, Esq.; seconded by W. T. Jacob, Esq.; and *Resolved unanimously*—

"That this Meeting considers the revised Schedule agreed to by the Bengal Chamber of Commerce on the 16th December last to be a fair and equitable one, and this Meeting pledges itself to endeavour to obtain a reversal of the decision of the 12th February, and have that of the 16th December substituted, with the addition, that the only just method for the measurement of Cotton and Jute is to have the same taken on the ship's deck or on the lighter alongside."

It was moved by William Rome, Esq.; seconded by R. G. Allan, Esq.; and *Resolved unanimously*—

"That as it is important there should be united action, it is desirable that London and other Ship-owners should be invited to co-operate with those of Liverpool in this matter, and in order to obtain their concurrence, as well as the objects of this Meeting, the following Gentlemen be appointed a Committee to carry same into effect, and report to a subsequent Meeting, viz :—

Messrs. Jas. Beazley,  
Wm. Rome,  
D. Jardine,  
R. Rankin,  
J. Macdonald,

Messrs. P. Douglas,  
F. A. Clint,  
J. Williamson,  
B. C. Nicholson,  
R. G. Allan,

with power to add to their number."

A vote of thanks to the Chairman was carried unanimously, and the Meeting terminated.

(Sd.) JAMES MACDONALD,  
*Chairman.*

#### AT A MEETING HELD 21ST MARCH, 1872.

##### *Present :*

Messrs. James Macdonald, (in the Chair,) Beazley, Jardine, Williamson, Rankin, Shallcross, Rome, Macintyre, Jackson, Nelson, Douglas, Thomas Bell, F. Boulton and Davies.

The Draft of Requisition to the Chairman of the Bengal Chamber of Commerce having been read,

It was moved by T. R. Shallcross, Esq.; seconded by F. Boulton, Esq.; and *Resolved unanimously*—

"That the Requisition to the Chairman of the Bengal Chamber of Commerce be approved, and after being signed by Ship-owners engaged in the trade, be sent along with copies of the Proceedings at the Meetings on the 19th and 21st instant, by an early mail to Calcutta."

It was moved by L. H. Macintyre, Esq.; seconded by Thomas Bell, Esq.; and *Resolved unanimously*—

“That this Meeting instructs that copies of the Proceedings of the Meetings of the 19th and 21st instant, and of the Requisition to the Chairman of the Bengal Chamber of Commerce be sent to the Mercantile Houses at Calcutta, with the request that the same should receive their best consideration, and also that Ship-owners be requested to instruct their Calcutta correspondents to act upon the suggestions and Resolutions agreed to.”

(Signed) JAMES MACDONALD,

*Chairman.*

*Liverpool, 21st March 1872.*

TO THE CHAIRMAN, BENGAL CHAMBER OF  
COMMERCE,

CALCUTTA.

SIR,—We, the undersigned, representing almost the whole of the Ship-owners of the Port of Liverpool engaged in the Calcutta trade, beg to present for the consideration of yourself and that of your Chamber, the accompanying Minutes of Proceedings of Meetings held here on the 19th and 21st instant, respecting the recent alterations in the Bengal Chamber of Commerce Tonnage Schedule.

We beg to remind your Chamber that there are two parties to every agreement, and it appears to us that in the decision of your Chamber of 12th February last,

the Ship-owners' views were not fairly represented, or, if represented, were over-ruled by parties solely in the interest of shippers.

We must express our regret that before acting so precipitately, in reversing the action of your own Chamber by rescinding the Resolution passed only two months previously, your Chamber did not give time to ship-owners to express their views on the question at issue.

While strongly representing these points, and also that the views expressed in the Resolutions passed at the meeting held here on the 19th instant cannot be considered otherwise than reasonable and just, it is, at the same time, our desire to arrange with shippers upon such a fair and equitable basis as will give Shippers and Ship-owners their mutual rights.

You will perceive we ask only for that which your own Chamber has admitted to be a necessity. (*Vide* Proceedings, Bengal Chamber of Commerce shewn in Circular, 19th July 1871) therefore we cannot but believe that when you submit our views to your Chamber, which we request you to do at an early date, the Tonnage Schedule will be amended in conformity therewith, thus terminating what has been a constant source of dispute and irritation.

We are, Sir,

Your obedient Servants,

Thos. and John Brocklebank.

James Beazley.



D. and J. Macdonald.  
 Farnworth and Jardine.  
 Nicholson and McGill.  
 Alfred Holt.  
 Clint and Co.  
 Rankin, Gilmour and Co.  
 Stuart and Douglas.  
 Thos. and Jas. Harrison.  
 L. H. Macintyre and Co.  
 Nelson and Co.  
 Willis and Co.  
 McDiarmid, Greenshields and Co.  
 Moran, Galloway and Co.  
 Donald Kennedy and Co.  
 Andrew E. Byrne and Co.  
 C. S. Lemon and Co.  
 S. R. Graves, *u. r.*  
 Allan Brothers and Co.  
 Edward Bates and Sons.  
 Eyre, Evans and Co.  
 W. Rome, Chairman National Steam Co.  
 Ismay Inrie and Co., Oceanic Steam Navigation  
 Co., Ltd.  
 Ismay Inrie and Co.  
 Rathbone Brothers and Co.  
 Joseph Heap and Sons.  
 Hargrove, Fergusson and Jackson.  
 R. Alexander.  
 W. and R. Wright.  
 Williamson, Milligan and Co.

W. Jacob.  
 C. J. Bowring and Co.  
 Francis Boulton and Co.  
 H. N. Hughes and Nephew.  
 John S. de Wolf and Co.  
 Stoddart Brothers.  
 Houghton, Smith and Co.  
 Balfour, Williamson and Co.  
 Henry Fernie and Sons.  
 C. G. Cowie Sons and Co.  
 Shallerross and Higham.  
 G. W. Fletcher and Co.  
 W. P. Sinclair and Co.  
 Lecch, Harrison, Forwood and Co.  
 Chas. Kellock and Co.  
 Sandbach, Tinnis and Co.  
 W. H. Dixon.  
 Thomas Bell.  
 Mackinnon, Frew and Co.  
*per pro.* G. Wright.  
 Geo. Warren and Co.  
 Wm. Killey and Co.  
 W. and J. Herron.  
 Lancaster Ship-owners' Co., Ltd.  
*per pro.* Wm. Craig.  
 Richard Nicholson and Sons.  
 James Malcolm.  
 Thomas Rayden and Sons.  
 Dushby and Edwards.

Lampert and Holt.  
 W. Prowse and Co.  
 James P. Corry and Co. of *Belfast* and  
 Rob. Rankin by special authority.

The following *Glasgow Firms* send special authority  
 to Messrs. Allan, Brothers and Co., to sign for them :—

George Smith and Sons.  
 James and Alexander Allan.  
 A. G. Kidston and Co.  
 Watson Brothers.  
 John H. Watt.  
 Aitkin, Lilburn and Co.  
 J. and A. Roxburgh.  
 Thomas Skinner and Co.  
 J. and R. Young and Co.  
 Allan C. Gow and Co.  
 P. Henderson and Co.  
 R. and J. Craig.

For the above by special authority  
 Allan, Brothers and Co.

---

GENERAL SHIP-OWNERS' SOCIETY,  
 12, ST. MICHAEL'S ALLEY, CORNHILL.

*London, 3rd April 1872.*

GENTLEMEN,—As Chairman and Deputy-Chairman  
 of the General Ship-owners' Society, London, we have the  
 honor to submit for the consideration of yourself and the  
 other Members of your Chamber, the accompanying

minute of Proceedings of a Public Meeting held here on  
 the 3rd instant, respecting the recent alterations in the  
 Tonnage Schedule of the Bengal Chamber of Commerce.

In requesting you to submit, at an early date to the  
 Chamber, the views expressed in the resolutions of the  
 meeting, we may state that as the Ship-owners had no  
 intimation of any intention on the part of your Cham-  
 ber to rescind the resolution which was passed only two  
 months previously, they consequently had no opportu-  
 nity of expressing their opinion on the questions at  
 issue.

We have therefore now to request on the part of the  
 shipping interest, that your Chamber will be pleased to  
 acquiesce in the resolutions adopted by the public meet-  
 ing and cause the Tonnage Schedule to be amended in  
 conformity therewith, and so remove what cannot fail to  
 prove a source of constant dispute and annoyance.

We have the honor to be,

GENTLEMEN,

Your most obedient Servants,

A. W. ROBINSON, *Chairman*.

W. STRANG, *Deputy-Chairman*.

TO THE CHAIRMAN AND MEMBERS  
 OF THE BENGAL CHAMBER OF  
 COMMERCE, CALCUTTA.

TO THE CHAIRMAN AND MEMBERS OF THE  
BENGAL CHAMBER OF COMMERCE,  
CALCUTTA.

GENTLEMEN,—We, the undersigned, Ship-owners of the Port of London engaged in the Calcutta Trade present for your consideration the accompanying minutes of Proceedings of a public meeting held on the 3rd April respecting the recent alteration made by your Chamber in the Tonnage Schedule.

We beg to remind you that your Chamber gave no intimation to Ship-owners of an intention on the part of your Chamber to rescind a resolution passed only two months previously; and consequently there was no opportunity afforded of expressing our opinion on the subject. We, therefore, respectfully trust that you will be pleased to re-consider your late resolution and acquiesce in the resolutions submitted to, and unanimously adopted by the public meeting and cause the Tonnage Schedule to be amended in conformity therewith, thereby removing what otherwise cannot fail to prove a source of constant dispute and annoyance.

We are,

GENTLEMEN,

Your most obedient Servants,

R. & H. Green.

F. Green and Co.

George Marshall and Sons.

Donald Currie and Co,

Thos. and Wm. Smith.  
Gilmour, Rankin, Strang and Co.  
George L. Munro and Co.  
John Allan and Sons.  
W. H. Tindall and Co.  
Thos. B. Walker.  
Thos. Bibby and Co.  
Devitt and Moore.  
G. D. Tysor and Co.  
Suvet and Simpson.  
Henry Holmes.  
Park Brothers.  
A. R. Edridge.  
H. Somerset Mackenzie.  
Jas. Shepherd and Co.  
Geo. A. Herring and Co.  
Montgomerie and Greenhorne.  
Geo. Ducean and Co.  
Gellatly, Hankey, Sewell and Co.  
Goshunar Smith.  
Shaw Maxton and Co.  
Alex. Howdon and Co.  
Alfred Wallen, Secy. Merchant Ship-  
ping Co., "Ld."  
Robt. L. Hunter.  
Shaw Savill and Co.  
Galbraith, Stringer, Pembroke and Co.  
T. Haviside and Co.  
Temperleys, Carter and Darke.  
*per pro.* Thomas Skinner and Co.

M. W. Jamieson and Co.  
 C. Norwood and Co.  
 Anderson, Anderson and Co.  
 Livingston, Briggs and Co.  
 Tatham and Co.  
 Henry Ellis and Sons.  
 John Lidgett and Sons.  
 Mills and Milne.  
 Edward Bagehot and Co.  
*For Stuckey and Bagehot.*  
 Saml. Hicks.  
 Charles Gumm and Co.

---

GENERAL SHIP-OWNERS' SOCIETY,  
 12, *St. Michael's Alley, Cornhill,*  
*London, 3rd April 1872.*

At a Meeting of Ship-owners engaged in the Eastern Trade, but more particularly that of Calcutta, held this day at the Offices of the General Ship-owners' Society of London, convened for the purpose of taking into consideration the Tonnage Schedule of the 12th February last agreed to by the Bengal Chamber of Commerce,

The Chairman having explained the object of the Meeting, the following Resolutions were unanimously adopted:—

I. That this Meeting, having heard the statement of the Chairman, are of opinion that the recent alterations

of the 12th February last effected by the Bengal Chamber of Commerce in regard to the Tonnage Schedule are not only adverse to the interests of Ship-owners but unjust and calculated to create great annoyance and frequent disputes.

II. That this Meeting regard the previously revised Schedule of the 16th December last agreed to by the Bengal Chamber of Commerce to have been fair and equitable, and that, therefore, every endeavour be now made to obtain a reversal of the recent alterations and to effect a return to the revised Schedule of the 16th December.

III. That this Meeting considers that the measurement of Cotton and Jute ought to be taken on the ship's deck or on the lighters alongside, such being the only just and true method of measurement, and that this be also pressed upon the notice of the Bengal Chamber.

IV. That the above Resolutions setting forth the views of this Meeting be forwarded to the Chairman and Members of the Chamber of Commerce, and that Ship-owners request their Agents in Calcutta to represent their views and advocate their interests, and also strictly act upon the suggestions and resolutions now unanimously agreed to.

A. G. ROBINSON,

*Chairman.*

WILLIAM STRANG,

*Deputy-Chairman.*

## BENGAL CHAMBER OF COMMERCE,

*Calcutta, 14th May 1872.*

JAMES MACDONALD, ESQ.,

*Chairman Ship-owners' Association,*

LIVERPOOL.

SIR,

I am instructed by the Committee of the Bengal Chamber of Commerce to acknowledge the receipt of your letter of the 4th April, forwarding copy of Minutes of Proceedings of a Meeting of the Ship-owners of the Port of Liverpool which had been held for the purpose of taking into consideration the Tonnage Schedule adopted by this Chamber on the 12th February last.

The resolutions adopted by the Ship-owners' Association, and the communications with which you have been good enough to place them before this Chamber, have had the careful attention of the Committee, by whom they will be submitted for the consideration of Members of the Chamber at their next General Meeting to be held about the end of this month.

In the meantime the Committee desire me to submit a brief account of their own action in the matter, as the Executive of the Chamber, and of the circumstances leading to the result which forms the subject of your representation.

Early last year the revision of the Tonnage Schedule

was considered essentially necessary in consequence of numerous references made to the Chamber regarding a variety of items of Indian produce which had become articles of considerable export since the Schedule of May 1859 came into force; and the Committee, with the assistance of some members who had been invited to co-operate with them, made various additions and alterations which appeared desirable to introduce into the Schedule. With reference, however, to the long established custom regarding the measurement ton of 52 cubic feet it was thought better that any change in that respect should emanate from members themselves; but the Committee considered it proper that a foot-note should be added to the Schedule *as a guide and for information* that the articles to which that measurement referred were packed in bales *varying in weight from 300lb. to 400lb.*

This revised Schedule was submitted to a Special General Meeting of the Chamber held on the 30th August last, and the meeting resolved that if no objections were raised by the 15th of the following month, the Schedule in its amended form should be held as approved and adopted by the Chamber, with effect from 1st May 1872.

The President on the same occasion brought before the meeting the subject of cotton measurement, expressing his regret that only two members of the Chamber had responded to the Committee's invitation for an announcement of their views on that important question.

Adverting to the previous suggestion in May last of licensed public measurers, he mentioned that the Port Commissioners had signified their willingness to appoint such, on an assurance that their measurement would be accepted alike by shippers and ships' agents; but inasmuch as a comparatively small proportion of the cotton trade passed through the works under the control of the Commissioners, it was thought that a rate per bale sufficient to secure the services of good reliable men would press too heavily on the limited amount of cotton cargo likely to pass over the Jetties. In many respects the most feasible plan seemed to him to have the measurement taken at port of discharge, as is the case with measurement freight generally,—measuring alongside in cases where the freight was payable in Calcutta; to this, however, it was objected, and not without reason, that such a course would, with an article like cotton, leave the amount of freight too uncertain, and might render difficult exact adherence to limits on the part of purchasers, and possibly lead to repudiation of orders. There remained the plan of measuring all cotton alongside the ship, but this was strongly objected to by many of the most influential firms in the place, as being practically impossible with fairness to all concerned, owing to the undue pressure which would probably be brought to bear by ships' officers on the stevedores in charge of the cotton. The President regretted that the Committee had not then any definite scheme to put before members, but the subject would continue to receive their attention, as, from enquiries made by him

since the matter was last before the Chamber, he had become aware that the evils of the existing system were even greater than he had imagined, and that there was daily practised a large amount of bribery and corruption in connection with the measurement of cotton, which was highly discreditable to the trade and productive of heavy loss to vessels carrying that staple.

Considerable discussion ensued; and finally the following resolution was passed on the motion of the President, as being one step towards the removal of the evils complained of, seeing that to put before the parties sent to measure at the screw-house small bales containing less than the proper weight of cotton and which were not intended to be shipped, was a common mode of deception practised.

*Resolved that it is desirable to conform to the terms of the Chamber's freight Schedule which provide that cotton, as measurement freight, be measured on the shipping wharf, instead of at the screw-house as is now generally done; and that the members of the Chamber now present pledge themselves, in their respective transactions, to carry out this Resolution, as far as possible, with a view to diminish the corruption attendant upon the present system of measurement.*

Reverting to the Schedule, exceptions were taken to some of the proposed alterations which involved its further revision; but before the Committee had the opportunity of re-submitting the amended scale, a ques-

tion arose of material concern to Shippers and Ship-owners, which required to be separately considered and disposed of.

The question was whether in a charter providing for a certain proportion of *dead weight*, the charterers were entitled to ship *rapeseed* as such dead weight; and the reference having been submitted to members, the result was that a very large majority recorded the opinion that under the charter-party *rapeseed could not be shipped as "dead weight."*

This decision confirmed the Committee's own view of the point, and they were of opinion that it was a fitting opportunity for declaring in the Tonnage Schedule what articles constituted "dead weight;" they therefore added the additional foot-note which declared that the term "dead weight" shall be understood to mean the following articles: "saltpetre, sugar, rice, wheat, gram, dholl, peas, and all metals."

With these and other minor amendments the Schedule was submitted to a General Meeting held on the 16th December: a lengthened discussion ensued, chiefly as to the advisability of reducing the measurement ton from 52 to 50 feet, on which subject much difference of opinion existed; ultimately, however, the Schedule was adopted, with the further amendments that the ton of jute, cotton, and similarly screwed articles be altered from 52 to 50 feet, and that the measurement thereof be taken on any shipping-wharf within a radius of 5 miles

from the Custom House: the Schedule to come into force from 1st July 1872.

Thus finally settled and accepted, the Committee hoped that the Schedule would be found to work satisfactorily for all interests; that its adoption would be the means of averting any future inconveniences; and that all parties would abide by its provisions.

In this hope however they were disappointed; a letter, of which a copy is annexed, was circulated generally by a firm, not members of the Chamber, but largely engaged in the trade of this port both as shippers and ship agents; and the views therein expressed having found large support a requisition under the rules of the Chamber was made to the Committee to convene a Special Meeting for the consideration of the questions thereby raised.

A meeting of the Chamber was accordingly held on 12th February, at which a majority of members carried the resolutions by which the Schedule of 1859—with the additional articles subsequently introduced—was re-adopted, measurement of cotton to be taken at screw-houses, and linseed and rapeseed were included among the articles comprehended in the term "dead weight."

Having thus summarised the proceedings of the Chamber in this respect and brought them to the point at which your Association has taken up the question, the Committee proceed to reply to your reference.

The substance of the first and second Resolutions adopted by the Meeting in Liverpool is that the Schedule of 12th February is not only adverse to the interests of ship-owners, but unjust and calculated to create great annoyance and frequent disputes, and that the Schedule of 16th December is regarded by you as fair and equitable, and should therefore be adhered to in substitution of that by which it was displaced.

After the recital of their action in this matter it is scarcely necessary to add that the view which the Committee took of a question which touched the interests of both ship-owners and exporters of produce has been confirmed by the opinions which your Association entertain and express; and that they were guided by what appeared to them a proper and reasonable regard for the interests of both sides and by a desire to frame a scale which would serve the purpose of securing for all parties a fairly defined and equitable rule for general observance.

The Committee having been over-ruled in this respect, it is manifestly their duty to accept the decision at which the Chamber arrived, and they are of opinion—much as they may regret that decision—that it is not desirable now to re-open the discussion of a question which has been so recently settled, although they will not fail to submit at the next General Meeting of the Chamber the correspondence with which they have been honored by yourselves and the representatives of shipping interests in London, Glasgow, and other places.

On the subject of the Resolution which touches the question of measurement, the Committee desire me to express their concurrence in the remark that measurement on the ships' deck or on the lighters alongside is the only just and true method of ascertaining the actual quantity of measurement-cargo shipped, and if that system could be carried out nothing would be wanting to satisfy the shipper and ship-owner as to the freight tonnage to be adjusted between them; and this system has not been lost sight of in the general discussion; indeed it has been advocated by several members of the Chamber: but the practical working of such a plan would be attended with difficulties and inconveniences which can only be understood and appreciated by those who are on the spot and familiar with the process of loading vessels in this port. The nearest approach to the best means of ascertaining the correct measurement such as would satisfy the shipper and ship-master is that which the Committee recommended, and which the Chamber at one time pledged itself to adopt, *viz., measurement on the wharf*; but even in this respect, with regard to cotton bales, the meeting of 12th February determined to have the measurement taken at the screw-house; and there the matter rests for the present.

It was suggested however that with the assistance of the Commissioners for the Port of Calcutta arrangements might be made for measuring at some convenient place on the Howrah side of the river, immediately opposite to Calcutta, screwed bales of cotton brought down by the East Indian Railway; this would be a great faci-



lity; and as the measurement would be made by a staff of measurers employed by the Commissioners—the expense of such establishment being defrayed by a small fee on each bale—there is every reason to believe that on this point shippers and ship-masters would be mutually satisfied.

As the jetty accommodation on the Calcutta side of the river increases and becomes available for export as well as import cargo, similar arrangements will follow for taking measurements, and in proportion as the number of improved presses is augmented there will be found shippers whose interest it will be to have their freight payable on actual measurement, and not upon an arbitrary ton of 52 feet, irrespective of the actual size of the bales, as at present. Indeed, already the Committee see signs of diminishing opposition to the amendment of the Schedule which they desired to introduce; and they hope to find their hands strengthened, when the subject is again brought forward, by the expression of opinion which the members of your Association have doubtless communicated to their respective correspondents here.

The Committee deem it right to mention that the opposition to the Schedule lately proposed was by no means confined to export firms, but was joined in by the largest consignees of tonnage in this port.

I am, Sir, your obedient Servant,  
H. W. L. WOOD,  
*Secretary.*

*Calcutta, 30th December 1871.*

DEAR SIRS,—The resolutions adopted, on Saturday the 16th, by the Chamber of Commerce, with reference to the Tonnage Schedule, are in our opinion so entirely unnecessary and uncalled for that we venture to ask an expression of the opinion and wishes of those more immediately interested in the subject.

As to ourselves we protest against the resolutions as mischievous because subversive of the existing schedule, which had been deliberately adopted a few years ago by a Committee of practical men, and which has never evoked any substantial complaint that we are aware of.

The resolution as respects cotton will simply be inoperative, for shippers will not submit to the exposure of so valuable an article to the inclemency of the weather on the ghaut.

While concurring in the abstract with the Chamber's definition of dead weight, we demur entirely to its late decision in the case of an Italian vessel, and contend that when  $\frac{1}{2}$  to  $\frac{3}{4}$  dead weight is provided for in charter-parties it is trifling with common sense to suppose that either the ship-owner or charterer contemplated by that phrase the present definition of the Chamber of Commerce.

Assuming the necessity of protecting ship-owners and charterers from the consequences of their own ignorance, which is a very large assumption indeed, we submit that

if the Chamber considered it incumbent upon itself to designate the definition of "dead weight," it was still more incumbent upon it to designate the category in which seeds are to be included for the future, because seeds represent a very large and growing proportion of our export trade.

The simple fact is that in all charter-parties concluded in Europe or America where certain proportions of dead weight are specified, Lin or Rapeseed is universally meant, and the exclusion, in most cases, with the occasional limitation of Teel and Poppy, and the provision, sometimes, (when the class of ship requires it) that so much of the dead weight should consist of Sugar, Rice or Saltpetre clearly indicates that this is the plain intent and meaning of both parties to such charters.

If we may be permitted to make a suggestion we should say "let well alone," and that if Calcutta feels itself called upon to teach ship-owners and charterers their business with respect to the definition of dead weight a twelve months' notice should be given of its benevolent intention.

Believing that, without the warrant of urgent necessity or the approval of the large body of merchants more immediately interested, nothing is more pernicious in business than objectless changes which unsettle customs and usages, tend to excite litigation, provoke further modifications to remedy previous mistakes, and so on *ad infinitum*, we conclude by submitting, for assent or

the reverse—the following propositions, subject to such modification as may be deemed necessary :—

*First.*—That the Tonnage Schedule now in force should remain intact.

*Second.*—That cotton should be measured at the screws as heretofore.

*Third.*—That the term dead weight in charter-parties should be held to include, as hitherto, Lin or Rapeseed.

*Fourth.*—That in American charter-parties the term dead weight should be held to include properly screwed Jute or Butts of 375 to 400 lbs. to the bale.

*Fifth.*—That nothing in the foregoing shall be held to debar ship-owners from stipulating specially in charter-parties for such proportions of Sugar, Rice, Saltpetre, Wheat, Teel, Poppy and Castor Seed as they may deem advisable.

*Sixth.*—That in the event of the approval of the foregoing propositions by the majority of the firms whose names are noted at foot, such should be submitted to the Chamber of Commerce for confirmation.

We are,

Dear Sirs,

Yours faithfully,

J. NICOL FLEMING AND CO.

## BENGAL CHAMBER OF COMMERCE.

REPORT OF THE COMMITTEE FOR THE HALF-YEAR  
ENDED 30TH APRIL 1872.

The Committee have the pleasure to submit their Report on the principal subjects which have come under their consideration during the past half-year.

### The late Earl of Mayo.

Since the last ordinary general meeting of the Chamber the Viceroyalty of British India has passed into other hands, owing to the deplorable assassination of Lord Mayo at Port Blair in February last. This is not the place to enlarge upon the character of the administration which has been thus prematurely brought to a close ; but the Committee feel that they cannot issue their half-yearly Report without recording their deep regret at this most lamentable occurrence, by which the country has lost an able and upright ruler, and the commercial interests of India a sincere and hearty well-wisher.

### The Budget.

The usual annual Budget Statement was presented on the 6th April by the Financial Member of the Government, showing that the year 1870-71 had been finally closed with a surplus of  $1\frac{1}{2}$  million, while 1871-72 was likely to result still more favorably, the excess of ordinary income over expenditure being  $2\frac{3}{4}$  millions, with a probability of reaching a somewhat higher figure when the accounts are made up. Altogether it would appear that the surplus of the last two financial years may be fairly reckoned at 5 millions sterling, a highly satisfactory state of affairs as compared with the constantly recurring deficits of former years. The Budget estimate for the year 1872-73 shows a small prospective surplus of  $\frac{1}{2}$  million, and your Committee regret that Government has not seen its way to remove or materially diminish any of the public burdens which have from time to time been more specially pointed out as unsuitable to this country and likely to interfere with its material prosperity. The provisional character of the Government under whose auspices the late Budget was introduced will, perhaps, in the judgment of some, sufficiently justify the disinclination shown

to make any alteration in the sources of the public revenue, and the Committee doubt not that the items they have alluded to will receive during the year the attention they deserve at the hands of our new Viceroy, and that when next Budget-day comes round, His Excellency will be prepared to deal with them impartially and liberally to the extent the then financial position of the Government may admit. Your Committee entirely concur in the universal condemnation with which the needless accumulation of the Cash Balances has been greeted, finding as they do in the Budget Statement no sufficient justification why these should stand at the enormous figure of 24 $\frac{1}{2}$  millions; equally unnecessary appear to your Committee the new loans raised in England during the past financial year, and they trust that the strong expression of public feeling which has been elicited may not be altogether fruitless in preventing such wasteful finance in time to come. The steadily increasing requirements of the Secretary of State and the important bearing their supply has upon the exchanges must be apparent to every member of the Chamber.

### Jetties and Wharves.

During the past half-year the Port Commissioners have been engaged in framing a Schedule of bye-laws for the working of the jetties and regulation of traffic at the inland vessels' wharves, in connection with which reference was made to your Committee, who now submit for the information of Members the correspondence which has passed on the subject. The rules as finally settled by the Board of Commissioners and approved by the Local Government have since been published for general information ; but it will, of course, remain the duty of the Committee of the Chamber to watch their practical working and endeavour to obtain the modification of any which may be found to press hardly or inconveniently on the trade of the Port. The prosperity which has attended the operations of the Port-Trust so far and the manifest benefits which its works, even in their present incomplete state, have conferred upon the commerce of Calcutta, form matter of congratulation, and warrant all concerned in looking hopefully forward to the time when the Commissioners shall enter on the more extended sphere ultimately intended for them.

The Committee also submit a correspondence which has passed between the Chamber and the Government of Bengal touching the responsibility of the Port Commissioners ; and the Committee trust the Members of the Chamber generally may approve of their recommendation that the Commissioners should enjoy the same immunity as was extended to the Marine Authorities when the affairs of the Port were directly under their control.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 16th October 1871.*

I am directed by the Lieutenant-Governor to forward to you a copy of the accompanying letter,\* with its enclosures in original, from the Commissioners for making improvements in the Port of Calcutta, and to say that His Honor would be glad to be favored with the opinion of the Chamber of Commerce on the Bye-laws for landing and delivery of goods at the jetties which the Commissioners propose to introduce.

2. I am to request that you will be good enough to return the copy of the rules with your reply.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 18th November 1871.*

I am directed by the Committee of the Chamber of

\* No. 1726, dated 9th instant.

Commerce to acknowledge the receipt of your letter No. 3219 of 16th ultimo, giving cover to a communication from the Port Commissioners who submit for the Lieutenant-Governor's approval and sanction certain bye-laws and rules for landing and delivery of goods at the jetties, and regarding which the Chamber's opinion is called for.

The Committee have duly considered the subject of your reference, and they desire me to state, in reply, that with the exception of Nos. 13, 14, 15 and 17 the bye-laws and rules proposed by the Commissioners have the Chamber's approval.

No. 13 requires the production of Bills of Lading accompanied by delivery orders from the master or agent of a vessel before delivery of goods landed at the jetties.

To this provision under ordinary circumstances there can be no objection; but the operation of the rule would be attended with considerable practical inconvenience in instances where the arrival of a vessel precedes the receipt of Bills of Lading. A steam ship via the Suez Canal may make an unusually quick passage and reach Calcutta before arrival of the mail conveying the shipping documents: and in the event of a mail being lost (and the case of the "Carnatic" obviously suggests that probability) the effect of the proposed rule would be to bar the delivery of goods until the duplicate Bills of Lading were produced. In such a contingency the Committee cannot doubt but that the Commissioners would be under the necessity of relaxing the rule; and it is with the

view of providing for a case of this kind and generally where Bills of Lading cannot reasonably be produced that the Committee propose that the Commissioners should be empowered to deal with special cases, so that consignees of goods may obtain delivery with the least delay and inconvenience.

Rule 14—as it stands, does not sufficiently provide for the due discharge of a master's duty with regard to the right delivery of metals: it leaves it optional with the master to separate various lots and marks, and under that option the Commissioners' responsibility to consignees for correct delivery is removed.

The Committee are of opinion that the Commissioners should make it compulsory upon the master of a vessel, discharging metals at a jetty, to separate each lot with its respective marks, and to hold the ship liable to them for any claim arising out of incorrect delivery, and which they may have to satisfy in the event of the master failing to make the required separation.

The Committee therefore propose that Rule 14 be amended as follows:—

"When metals are landed at the jetties masters of vessels shall separate the various lots and marks; otherwise the ships will be responsible to the Commissioners for any claim from consignees for incorrect delivery."

It is also proposed that this rule be numbered 3.

Rule 15. The Committee consider it necessary that a

special notice of 24 hours should be given to the consignees of packages containing jewelry, precious stones, or specie before their removal from a vessel. Ordinarily, consignees of such packages would promptly apply for them, but the notice may in some instances be necessary and should be given.

Rule 17. The exemption of the Commissioners from responsibility extends far beyond what in the Committee's judgment the Commissioners should be liable for, and they propose to amend this rule by omitting the words "chafage" or "oil," "nor for any damage done in course of landing,"—thus limiting the exemption to damage by salt water or fire in the petty sheds or enclosure.

The Committee confine their present remarks to the points which they consider of sufficient moment to press on the attention of His Honor the Lieutenant-Governor; they hope the regulations proposed by the Commissioners with the suggested amendments will be found to facilitate the landing and delivery of goods at the jetties, and if any further amendments are rendered necessary after practical experience of the system, the Committee will supplement the communication they now make.

I return the original papers received with your letter.

*From the Commissioners for making improvements  
in the Port of Calcutta to Chamber of Commerce.*

*Calcutta, 28th February 1872.*

I have the honor to forward herewith, for the consi-

deration of the Chamber and for any remarks which may be suggested, the accompanying draft bye-laws and rules for the working of Inland Vessels Wharves as approved and passed by the Commissioners.

Some of the rules have been in force ever since the wharves were first constructed and objections have already been raised to Rule No. 3 by individual members of the Chamber, on the ground that goods which have once paid the toll for landing or shipping should be exempted from all further payments on account of being re-landed or re-shipped. These objections have been hitherto overruled on the ground that goods so re-landed or re-shipped occupy wharf space and obtain as much advantage from the use of the wharf on the second occasion as on the first. But admitting that in particular cases, such as where goods have been shut out from a vessel, the exemption claimed should be allowed, it would be impossible to exercise any check on such claims, and a way would be opened for serious frauds which it would be difficult, if not impossible, to detect.

Rule No. 5 also invites some remarks in reference to objections which have been raised against it. It provides that no transhipment will be allowed from boats lying within 150 feet of the wharf, except on payment of the usual landing charges. This rule has been found necessary for regulating the traffic at the wharves. Under Section 64 of the Port Improvement Act the Commissioners have power to prevent any vessel from

lying within 150 feet of the Inland Vessels Wharves, and if this rule is not observed the country and cargo boats wishing to come to the wharves to land and ship goods are prevented by the obstruction offered by vessels lying close in shore and discharging into other boats. Under these circumstances it has been found necessary to make such goods so transhipped liable to payment of the ordinary toll. If the vessels object, the only alternative will be to exercise the powers vested in the Commissioners under Section 64, Act V, B. C. (the Section above quoted), and to forcibly remove them from within the limited space. Beyond 150 feet of the wharf goods can be always transhipped from one vessel to another without any charge.

*From Chamber of Commerce to the Commissioners  
for making improvements in the Port of Calcutta.*

*Calcutta, 26th March 1872.*

I am directed to acknowledge the receipt of your letter No. 2352 of 28th ultimo, and to communicate the following remarks upon the bye-laws and rules for the working of the inland vessels wharves as approved and passed by the Port Commissioners.

Rules 3 and 5 to which you specially draw attention are in the judgment of the Committee of the Chamber of Commerce manifestly open to the objections and complaints which have been raised and preferred against them.

That the enforcement of Rule 3 in cases instanced by you would be attended with some measure of undue severity is admitted by the Commissioners, who do not, however, see their way to allow any exemption from its provision.

The Committee therefore venture to propose a means whereby the difficulty experienced by the Commissioners may be removed, viz, that in the case of goods which have already paid the shipping tolls and are obliged to be re-landed in consequence of being shut out from the vessel for which they were passed, the officer in charge of the wharf should grant a free pass, under which they might not only be re-landed, but subsequently re-shipped free of charge.

This expedient appears to the Committee very simple and easy of application, and they hope the Commissioners will adopt it.

With regard to Rule 5 the Committee note the Commissioners' reasons for preventing the goods being passed from one vessel to another unless on payment of the usual fees, but they are unable to concur in the propriety of its provision, the unfairness of which may be thus illustrated:—Where goods have been loaded into a boat, and the boat is found leaky or meets with an accident, and the cargo has to be transferred into another boat within 150 feet of the river bank, they would be liable to a double toll; or where an inland steamer brings down produce, say jute



or cotton, which is required to be taken to the Howrah side in boats from the steamer; or where tea is similarly brought down and similarly removed for shipment direct, tolls would be charged on goods which had never been landed, and consequently derived no benefit from the landing wharf.

The compulsory levy of a toll upon goods not using a public wharf does not recommend itself to the judgment of the Committee, and they hope the Commissioners will abandon that purpose.

And as to the alleged obstruction to traffic the Committee are unable to admit that the discharge from a steamer into boats of goods which are not to be landed can be held as justifying the charge of interfering with the facility of traffic; the contrary effect suggests itself to the Committee, for the steamer occupying a berth at the landing wharf would get so much quicker despatch by discharging on both sides, and of course make room so much earlier for other vessels.

Rule 10 provides that timber shall not be floated to the detriment of the wharves; but the Committee consider that certain places should be allotted for the landing and shipping of timber which is as much a part of traffic as any other article, and recommend the amendment of the rule accordingly.

Rule 12 refers to the working hours at the wharves, and restricts the transaction of business between 6. A. M.

and 6 P. M., except on payment of overtime or extra fees. The strict observance of these hours may be attended with great inconvenience, and the Committee are of opinion that where it is necessary to complete the landing or shipping of a boat load of cargo which was commenced before 6 P. M. the rule should not apply: and they hope the Commissioners will permit their officers to exercise some discretion and to suspend the rule in all cases where the work already in progress can be completed within a reasonable time after the hour fixed for general suspension of business.

*From Commissioners for making improvements in  
the Port of Calcutta to Chamber of Commerce.*

*Calcutta, 9th April 1872.*

I have the honor to acknowledge receipt of your letter dated 26th ultimo, forwarding the opinion of the Chamber on the proposed bye-laws for the Inland vessels wharves. In reply I have to inform you that the letter was laid before the Commissioners at the meeting held on the 1st instant, and the accompanying is a copy of the resolution which has been passed thereupon.

#### RESOLUTION.

Considered a letter from the Secretary to the Chamber of Commerce forwarding the opinion of the Chamber on the proposed bye-laws for the Inland vessels' wharves.

*Resolved* I. That the Chamber be informed that the Commissioners cannot, for reasons already stated, forego the Rule No. 3, and that daily experience in working the wharves shows that it would be impossible to do so without opening a door to speculation by the Commissioners' servants, which it would be impossible to check or guard against.

II. That in deference to the opinion expressed by the Chamber Rule No. 5 be cancelled.

III. That in publishing the bye-laws, Section 64 of the Port Improvement Act, empowering the Commissioners to remove vessels within 50 yards of the bank, be printed, with an intimation that the power will be enforced in the case of vessels transshipping goods from one to another to the inconvenience of boats using the wharves.

IV. That the Chamber of Commerce be informed that at present the Commissioners are unable to set aside any particular place for the accommodation of the timber trade, but that on completion of the bank and wharves now in progress endeavours will be made to meet the wishes of the Chamber in this respect.

V. That with regard to the remarks contained in the Secretary's letter regarding the working hours, the Chamber be informed that practically the work is never stopped at the wharves to the inconvenience of shippers, but that some hour must be assigned beyond which work will involve extra remuneration.

VI. That the bye-laws as amended be passed and submitted to Government for approval and publication in the *Gazette* in accordance with the provision of Section 83 of the Act.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 1st January 1872.*

I am directed to forward for the information of the

From Vice-Chairman to the Commissioners for making improvements in the Port of Calcutta, No. 1819, dated the 6th November 1871.

2. To Advocate-General, No. 3493, dated the 22nd November.

3. From Ditto, dated the 9th December 1871.

an application made by the Port Improvement Commissioners to be protected as the Government was under Section 61, Act XXII. of 1855 from liabilities arising from any act or default of their servants, or from any damage or injury to vessels within the limits of the Port proper.

2. It will be seen that the Advocate-General recommends the enactment of a temporary protecting law in favor of the Commissioners, chiefly on the ground that they had not a perfect option in the selection of their present servants, and have had to take over the block of the port possibly with defects undiscovered. Under recent interpretations as pointed out by the Advocate-General

the English law does not protect trustees of harbours, &c., from claims on account of the acts of their servants. But as a matter of equity the Advocate-General considers that a law should be passed protecting the Commissioners temporarily, until they have had an opportunity of ascertaining whether the materials and servants taken over from the Government are good and trustworthy.

3. The Lieutenant-Governor desires me to point out that the question is one of insurance, the greater the liability which may be imposed on the Port Commissioners the heavier must be the dues imposed. His Honor would be glad to be favored with the opinion of the Chamber of Commerce as to whether on the whole they consider that it would be for the interest of the whole community that the proposed protection should or should not be given to the Commissioners by legislation, and if it should be given at all whether the immunity should be temporary only or permanent.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 11th January 1872.*

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 1 of the 1st instant, relative to the application of the Commissioners for making improvements in the Port of Calcutta to be protected as the Government was, under Section 61 of Act XXII. of 1855, from liabilities arising from any act or default of their servants, or from any damage or injury to vessels within the limits of the Port.

While accepting the liability ordinarily attaching to trustees of harbours and others occupying positions analogous to that of the Commissioners, the Committee yet think there are considerations in addition to those set forth by the Advocate-General, which entitle the latter body to be exceptionally dealt with in this respect. The Commissioners were, as the Committee understand, appointed for the purpose of endeavoring to work the Port of Calcutta more efficiently than heretofore, and, if possible, also with greater economy to the vessels frequenting it. The arrangements so far carried out have resulted in a considerable surplus revenue, in virtue of which a reduction in the dues now levied on shipping might reasonably be expected at no very distant date, and the Committee believe is actually under contemplation by the Commissioners. It is manifest, however, that if a responsibility is to be laid on the Board which did not attach to the Government in whose hands the management of the Port was previously vested, and which may at any time entail a heavy pecuniary loss, the first duty of the Commissioners would be to provide for such contingencies, thereby indefinitely delaying the great desideratum of reduction of charges. The matter is very much, as His Honor the Lieutenant-Governor remarks, one of insurance; and the Committee are decidedly of opinion that shipowners would prefer continuing to run the amount of risk they have hitherto borne in respect of collisions and other accidents than secure immunity, which it might often be matter of difficulty to enforce, by a continuance of existing heavy dues.

The Committee are therefore in favor of granting to the Commissioners the freedom from responsibility asked for.

As to the time for which that freedom should be enjoyed, I am directed to state that in the opinion of the Committee it would be better not to fix any definite period, as they presume it would always be in the power of Government to withdraw the indulgence and conform to English law, should the Commissioners not make such reductions in charges as the state of their revenues might fairly point to.

#### **Jute Depots.**

Allusion was made by the President at last half-yearly Meeting to the Bill then before the Bengal Council for the better regulation and control of jute screw-houses and godowns with a view to diminish the danger from fire. The draft of the Bill was submitted to your Committee, who suggested sundry amendments therein, some of which have been introduced into the Bill during its passage through Council; and the measure having received the assent of the Viceroy has since become law, with effect from 31st July next. The Bill stops far short of the views of many who desired the entire re-

moval of the class of premises in question to the outskirts of the town, and some of its provisions seem not sufficiently stringent; but on the whole your Committee are disposed to think that the Bill if properly worked cannot but be attended with good effect in the direction contemplated. Their correspondence with the Government of Bengal on this important subject is submitted herewith for the information of members.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 2nd December 1871.*

The Committee of the Chamber of Commerce desire me to request you will do them the favor of again placing before the Hon'ble the Lieutenant-Governor the subject of their communication of 29th April last.

The Committee do not doubt that His Honor's anxious attention has been given to the pressing necessity for legislative action with regard to the storage of inflammable and combustible merchandise within the business-part of this city and to the better protection of life and valuable property against the disastrous consequences of fire; and it will be a satisfaction to the Chamber to learn that it is His Honor's purpose to take an early opportunity of dealing promptly

with a question so largely affecting the interest and security of the public generally, and specially of those whose business exposes them to the hazard of being involved in the calamitous results of destructive conflagration.

The consideration of this matter has been pressed upon the attention of the Chamber by the fire which broke out last Sunday night in a Jute Screw-house situated in a closely occupied part of Clive Street, surrounded by merchants' offices and godowns, containing merchandise of great value. It is the general belief that—notwithstanding the exertions of the fire-brigade and the extraordinary efforts made by the European crews of vessels moored near the scene of the fire, and which were fortunately successful in confining its ravages to a single block of buildings—if there had been an ordinary amount of wind at the time the fire would have speedily reached and utterly destroyed a vast amount of property in the neighbourhood, and its extension to the bazar would have been attended with the most deplorable consequences to the trade of Calcutta.

The Commissioner of Police, or the Chairman of the Justices of the Peace, has, the Committee presume, duly reported for His Honor's information all the circumstances connected with that occasion, and the Committee trust His Honor regards them sufficiently grave to be brought under special consideration.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 7th December 1871.*

I am directed to acknowledge the receipt of your letter, dated the 2nd instant, in which the Chamber, with reference to the fire which occurred on the night of the 26th ultimo in the Jute Ware-houses at Nos. 28, 29 and 30, Clive Street, urge on the Lieutenant-Governor's attention the pressing necessity for legislative action respecting the storage of combustible goods in the city.

2. In reply I am to say that Mr. C. E. Bernard was instructed in July last to take an early opportunity of introducing a bill into the Council of the Lieutenant-Governor for making Laws and Regulations for the better regulation and control of store-houses for unscrewed jute, cotton, &c., and for the organization of an efficient fire-brigade. On the publication of the draft bill, the Lieutenant-Governor will, through the Assistant Secretary to this Government in the Legislative Department, consult the Chamber on its provisions. The matter is undoubtedly one of great importance to Calcutta.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 9th December 1871.*

I am directed by the Select Committee appointed to consider the Bill "to amend the Law for the Registration of Jute Ware-houses in Calcutta, and to provide for

the establishment of an efficient fire-brigade in Calcutta and its suburbs" to draw your attention to the above Bill, and to request that the Chamber of Commerce will be good enough to favor the Committee within ten days with any remarks and suggestions they may have to offer on the provisions of the Bill.

2. Early legislation on the subject being desirable, it is hoped that you will find it convenient to reply within the time above-mentioned.

*From Chamber of Commerce to Govt. of Bengal,*

*Calcutta, 19th December 1871.*

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 42 of the 9th instant, inviting an expression of their opinion upon the provisions of the Bill to amend the law for the registration of Jute Ware-houses in Calcutta, and to provide for an efficient fire-brigade in Calcutta and its suburbs.

It is a matter of much satisfaction to the Committee that early steps are being taken by the Hon'ble the Lieutenant-Governor for further legislative action in a direction which demands the most serious attention of all who are concerned in the better protection of the town against fire, and the safety and security of the vast amount of valuable merchandise and property it contains.

The Committee have had the Bill under consideration, and they desire me to state for the information of the Select Committee of the Legislative Council, to whom it has been referred, that in their judgment it is essential that the Bill should contain more stringent and specific provisions than it now exhibits, and that the clauses of Part II. should be supplemented by a statutory requirement as to the *manner and materials of construction*. Clause 6 does not, they think, go far enough: the Committee are of opinion the Bill should require that no loose jute or cotton or other inflammable and combustible fibre or article should be permitted to be exposed during any process of sorting, cleaning, drying, or pressing, except *within the covered limits* of licensed premises; that the area of any compartment in any depot or ware-house used for such purposes should not exceed — square feet, that all compartments should be separated by party walls of thickness sufficient to resist the action of fire, and that all entrances, verandahs and projections, doorways, windows, and openings of any description should be adequately protected by fire-proof iron work exclusively, and the roofs of all such buildings constructed of incombustible materials resting on iron beams.

Provisions of such a character would materially lessen the discretion which Clause VI. allows a magistrate to exercise, and no license should be granted unless the premises were in all respects in conformity with the requirements of the Act.

The Committee venture to repeat here the suggestion communicated to the Chairman of the Justices of the Peace in January last, that in the event of any existing screw-houses within the town being destroyed by fire under no circumstances should permission be given to re-erect them in the same locality for similar purposes.

The Committee fully concur in the suggestion submitted by Mr. Colvin at the Council of the Lieutenant-Governor on the 9th instant, that the most effectual remedy that can be applied for reducing the risk from fire to a minimum is to prohibit the receipt, storage, preparation, and pressing of jute and cotton within any part of the town; and they are of opinion that until that provision can be established no immunity can be secured against the danger of recurring disasters.

The Committee see no insuperable difficulty in the way of adopting the proposal to abolish the present system, and if, on the ground of public policy, His Honor the Lieutenant-Governor can support that measure, with a just and liberal regard to the various interests it involves, a boon of unquestionable value will be conferred on Calcutta.

#### **Tonnage Schedule.**

This important subject, which your Committee believed had been definitely settled at the last half-yearly meeting, has again been brought pro-

minently forward during the past six months. Considerable exception was taken outside the Chamber to the provisions of the amended Schedule, and before long a request was made to the Committee for the appointment of a Special Committee to reconsider the Resolution under which it was adopted, which, however, could not be complied with, the Committee of the Chamber having no power thus to set aside or question a decision come to by the members in General Meeting assembled. Upon this, the same parties made the customary requisition in conformity with Rule 17 of the Chamber for the convention of a Special General Meeting to reconsider the tonnage question, which was fixed for and held on the 12th February. At this meeting there was a large attendance of members and a very full discussion, resulting in the rescindment of the Resolution of 16th December, and the re-adoption of the Tonnage Schedule previously in force, with a few additional provisions. Of these the two most important were 1stly, that by which the existing custom of measuring cotton bales at the screw-house instead of on the wharf was declared to be the rule of the Chamber, and 2ndly, the definition given to the term "dead weight," which the meeting de-

cided should henceforward include Lin and Rape Seeds, in addition to the articles previously mentioned in the foot-note defining this term. The Chamber's Tonnage Schedule, as it now stands, will be found as usual annexed to this Report.

#### **Floating Bridge.**

The accompanying correspondence will inform members of the position of this subject 6 months ago; and the Committee very much regret their inability to state what progress has since been made towards giving effect to the orders of the Government of India.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 25th November 1871.*

I am directed by the Committee of the Chamber of Commerce to request you will place before the Hon'ble the Lieutenant-Governor their application to be informed how far the construction of a Floating Bridge between Calcutta and Howrah has advanced, and when the Bridge is likely to be open for public traffic.

The Committee trust it is in His Honor's power to communicate to the Chamber that the object for which Act IX. of 1871 was passed by the Lieutenant-Governor and assented to by His Excellency the Governor General

of India is in course of early realisation, and that His Honor will be pleased to give the information now requested.

*From Govt. of Bengal, Public Works Department,  
to the Consulting Engineer to the Govt. of India  
for Guaranteed Railways.*

*Calcutta, 4th December 1871.*

I am directed to acknowledge the receipt of your Memorandum No. 2413, dated the 25th ultimo, forwarding a letter, herewith returned, dated the 25th ultimo, from the Secretary Bengal Chamber of Commerce, enquiring how far the construction of a Floating Bridge between Calcutta and Howrah has advanced, and when the bridge is likely to be open for traffic; and to state, in reply, that intimation was received from the Government of India under date the 23rd August last, that the Secretary of State had been addressed on that date to make arrangements for the construction of the bridge with Mr. Bradford Leslie, C. E., who is in England, fixing two years as the limited time for its completion. This is the last information available.

#### **Tramways.**

It is satisfactory however to record that the Justices of the Peace have resolved to construct an experimental line of tramway leading from



Scaldah direct to the Custom House and thence to Armenian Ghât, and that the line will be proceeded with as soon as the materials necessary for the work have been procured from England.

#### **Customs Act.**

The Committee were favored some months ago with a communication from the Board of Revenue, asking whether, in their opinion, the great changes which have occurred in trade owing to the opening of the Suez Canal did not render expedient some revision of the Customs Act. In response to this invitation your Committee went through the Act with care, and finding not a few provisions which they considered might now with advantage be altered or modified, they laid before the Board the result of their examination in the accompanying letter. It is improbable that anything will be done towards adopting or otherwise the Committee's recommendations until this important Act has been anew revised by a Committee specially appointed by Government for the purpose, before whom their communication would be laid : and it is only necessary further to add here that the Committee have pledged the Chamber, should Government so desire, to furnish

a member to serve on and represent commercial interests in any revising Committee which may be appointed.

#### *Board of Revenue to Chamber of Commerce.*

*Calcutta, 7th December 1871.*

A large portion of the Trade in the Port being now carried on by steamers using the Suez Canal, the present Law—Act VI. of 1863—appears in some respects not well adapted to a state of things so different from that prevailing when that Act was passed. I am accordingly to request that you will be good enough to favor Mr. Money with an expression of the Chamber's opinion generally as to the points, if any, with reference to which they think that changes would be desirable.

#### *Chamber of Commerce to Board of Revenue.*

*Calcutta, 1st April 1872.*

In reply to the Board's reference No. 749 of 7th December last, regarding the expediency of amending the Customs Law—Act VI. of 1863—so as to adapt its provisions to the present state of circumstances, the Committee of the Chamber, in their letter of 29th idem, recommended the appointment of a Special Committee to consider the subject of the Board's representation ; and in your No. 21 of the 10th January you stated that the member in charge of the Customs concurred in the

view expressed by the Chamber, but before he could suggest that measure to Government he wished to ascertain what modifications were considered desirable, and whether amendments that might be proposed would be of a sufficiently important character to necessitate the course pointed out by the Chamber.

On receipt of your last communication the Committee placed the subject before Members of the Chamber with the view to elicit their opinions upon it; and they now proceed to submit for Mr. Money's information the results of their reference and of their consideration of the provisions of the Customs Law as generally applicable.

Section 26.—The member in charge is probably aware that a system at present obtains under which duties payable by importers and exporters may be covered by the deposit of adequate security: the system, however, is *permissive* only, and as the arrangement has been found to work conveniently, the Committee think that it should be recognised by Law, and the Collector authorised to adopt such a scale of deposits as may in his judgment be sufficient for the protection of the revenue.

Sections 32, 39 and 40.—Under existing regulations inward bound-vessels are boarded by Custom-house officers at Diamond Harbour; but in order to meet cases of excessive delay or the safety of vessels which may be involved by that operation, it is recommended that the Pilot should be authorised to bring up his vessel within

the limits of the Port and be directed to remain on board until relieved by an officer of Customs:—the Pilot in short, temporarily, representing that official.

Sections 33, 34, 35 and 36.—The provisions of these sections can hardly be applied to the steam tonnage which is now so largely imported into the carrying trade of this Port: for as a matter of fact complete manifests are sent out overland after a steamer's departure from port of loading, and the Master is not in possession of materials for preparing a true specification of his ship's cargo. It seems sufficient for all practical purposes that the Master should be required to deliver a correct manifest at time of entry at the Custom-house, and that a general description of his cargo and a special report as to gunpowder and all combustible and inflammable goods be made to the Pilot in charge.

Section 46.—It is recommended that the provisions of this section should be amended, the facilities afforded by the system under the control of the Port Commissioners would be materially inoperative if vessels moored at the Commissioners' jetties were prohibited from breaking bulk until delivery of report or manifest, and the observance of forms of entry, &c., at the Custom-house.

The Commissioners are unable to give delivery of cargo without the usual Customs pass, which cannot obviously be issued before the vessel's entry; and the breaking bulk may fairly be sanctioned as soon as the vessel is moored and ready to commence her discharge at the jetty under the Commissioners' supervision.

As an illustration of the practical inconvenience of the present practice, a vessel moored to a jetty on the evening of Friday, Saturday being a recognised holiday, the Custom-house would be closed until the following Monday, and the vessel would be lying idle for a day and a half at least; whereas under the proposed amendment she would be able to do a day's work on Saturday, continuing the discharge on Monday before her entry at the Custom-house. In the meantime the discharged cargo would remain undelivered in the custody of the Commissioners, and the security of the Customs duties thereon sufficient guaranteed.

Section 47.—It is recommended that this section be omitted, as it is no longer generally applicable.

Sections 51 and 117.—It is recommended that these sections may be amended so as to allow a ship the option of having *two* Customs' officers free of charge for a period of 15 days, instead of one officer for 30 days as at present, taking 1,200 tons register as the basis for regulating the excess period for which the ship should bear the prescribed charge, allowing one day for every 100 tons exceeding or falling short of that limit: that is to say, for a ship of 1,300 tons the time free of charge would be 16 days, and for a ship of 1,100 tons 14 days, for discharging her import and loading her outward cargo respectively.

Section 52.—The provisions of this section have already been amended by Government of Bengal Noti-

fication, dated the 25th October 1869, under which the prohibitory period of 15 days has been reduced to 10 days for vessels discharging at their own or the Government moorings, and to 48 hours for ships and steamers discharging at the Commissioners' jetties.

By the conditions of Bills of Lading issued by owners and masters of several lines of steam ships, the power of early delivery already exists; but it is desirable that vessels that cannot use the jetties should be exposed to a minimum of inconvenience; and the Committee recommend that, in such cases, if goods are not sent for within 48 hours after entry, the date of which shall be duly announced by publication in the *Exchange Gazette*, the master of a ship or steamer shall have the power to carry such goods to the Custom-house at charges according to the Schedule of landing rates adopted by the Port Commissioners.

There can be no question that vessels that cannot use the jetties either from the nature of their cargo or no jetty being available, are placed at a material disadvantage with vessels that can employ the facilities afforded by that accommodation; and it seems but fair and equitable, that the limitation of time for discharge of cargo should be the same for all.

Section 66.—The Committee suggest that this section be amended by adding after "by public auction" the words or *private sale*, and instead of "shall appoint" the words *may agree to*; also that after the words

"original account sale" shall be added or *account sales certified to the Collector's satisfaction.*

The provision that no abatement of duties shall be allowed on damaged goods, unless their deterioration amounts to one-fifth of their value, appears to require amendment: the minimum amount of damage is fixed too high: a smaller amount, say 5 cent, should be enough to admit claim for abatement of duty; and the Committee recommend the omission of the final clause of this section altogether.

Sections 39 and 188.—In these 2 sections the Committee propose that the words "wilful act or neglect" be left out, and *went of ordinary care on the part of* be substituted, for it seems proper that the warehouse-keeper or officer of Customs should be held liable for less inches than the words now standing in the section may cover; and the substituted expression will better serve the intended purpose of the Act. They also are of opinion that in all instances of proved want of ordinary care on the part of the officers of Government, and where the goods are not under the control of the importer, who cannot consequently provide against any loss, compensation should be allowed.

Section 110.—This section having been amended by Act XX. of 1867, so far as it relates to the proviso that transhipment shall be allowed "on execution of bond with security for amount of duty chargeable on the goods transhipped on their due arrival and entry at port

of destination," it will be necessary to frame the section in accordance with the amending Act.

Sections 126, 127, 128 and 129.—All these sections refer to the granting a Port clearance, without which no vessel can leave the Port. To the general provisions of the Act in these respects there is no objection, but in order to meet the difficulty daily experienced in despatching vessels in conformity with the special requirement of section 128, the Committee propose that a provisional statement of cargo actually on board, and such further quantity as the master may know to be actually engaged for his vessel shall be given by the master at the time of applying for Port clearance, the agents of the vessel being bound to deliver a complete manifest within 7 days after clearance.

Section 132.—has been amended by Act X. of 1868, which allows 3 clear working days after a vessel's departure for making application to reland goods short-shipped, or to bring back goods passed for shipment, to entitle exporter to refund of duty paid by him on such goods; but the Committee propose, as consistent with the preceding provision, an enlargement of the time limited by that amendment to 7 days.

Section 137.—Under this section the time for re-export entitling to drawback is limited to 2 years from date of importation: the Committee would extend that period by 12 months, and make it renewable for a further period of 3 years, at the option of the Collector.

Sections 179 and 180.—With reference to these sections, the former of which is repealed by Act XVII. of 1867, which fixes the specific values of certain goods upon which duties shall be assessed, the Committee are of opinion that the Act should empower the Collector of Customs to fix the value at time of importation, and to levy an *ad valorem* duty.

Grey Mull, Jaconet, and Shirting Dhooties which are at present subject to *ad valorem* duties would be more properly classified under the Tariff scale and duty assessed on an ascertained fair average Tariff value.

Sections 185 and 186.—The Committee are of opinion that the period of 6 months for return or refund of duty to Government or to the merchant respectively should be reduced to 3 months, which they consider amply sufficient in either case for the purpose of rectifying any error.

Section 191.—The fee leviable for *amending* any document should not exceed 1 rupee; the Committee regard even this charge as excessive, but under the Act a payment of 10 times that sum may be demanded, and it seems necessary to fix the charge at the proposed maximum.

Section 216.—The Committee suggest a verbal alteration in this section—*viz.*, the omission of the word “knowingly” in the first line, and the insertion of the word “knowing” before “such declaration or document being false in any particular.”

The foregoing suggestions are all that the Committee are at present prepared to place before Mr. Money, and I am to request you will submit them for his consideration.

#### Indian Stamp Act.

A reference having been made to the Chamber regarding the inconvenience caused by the Collector of Stamps declining to impress the Indian Stamp on Powers of Attorney executed in England but not bearing the English stamp, the Committee addressed the Board of Revenue, and had the satisfaction of receiving a prompt reply, handing copy of a new order issued to the Collector, directing him to desist from requiring an English stamp under the circumstances mentioned, so long as the document is in order in other respects.

*From Chamber of Commerce to Board of Revenue.*

*Calcutta, 26th January 1872.*

The Committee of the Chamber of Commerce have had under consideration a reference regarding the Indian Stamp Act, and they desire me to communicate with the Board of Revenue on the subject.

The representation to the Chamber is to the effect that

the Collector declines to impress on a power of attorney executed in England, but not bearing an English stamp, the stamp required by the Indian Stamp Act; and that the Collector acts in this respect under the Board's authority.

On a reference to the Indian Act the Committee find the following provision in the 24th Section. "That in any case coming under this section in which an instrument, other than a bill of exchange or promissory note, purports to have been executed out of British India, if the Collector is satisfied that the instrument was so executed, and also that it has been brought to him within the three months next after its arrival in British India, he shall, on payment of the duty with which such instrument would have been chargeable if executed in British India, certify by endorsement thereon that the proper stamp duty has been levied upon it."

This provision of the stamp law appears to the Committee to be expressed without the slightest ambiguity and imposes upon the Collector a duty which the Act defines with a distinctness which cannot be misunderstood.

The Committee are not aware of any authoritative ruling which requires that a power of attorney duly executed in Great Britain to be acted upon in British India shall bear the English stamp duty.

The Indian Act is silent on this point; it directs the

Collector to levy the proper stamp duty if he is satisfied that the instrument presented for his official recognition has been duly executed and authenticated: the Collector's authority is thus limited; his functions do not extend beyond the requirements of the Indian Act; and the absence of the English stamp duty from a document upon which proceedings are to be taken in this country does not justify the Collector in not complying with the prescribed formalities.

If the Committee are right in their construction of the Act that it does not commit to the Board of Revenue the authority which has regulated the Collector's proceeding in the instance under discussion, and that even the local Government is restricted in its exercise of the provisions of Section 48 which refers to matters of comparatively minor concern, it is submitted for the Board's consideration that, as the effect of their ruling is a positive source of great inconvenience, vexatious delay and increased expense, and may possibly seriously embarrass parties interested in the instruments which the Collector is required to acknowledge, it is expedient that the instructions to that officer be withdrawn, and the Committee hope the Board will accept their recommendation in this respect.

*From Board of Revenue to Chamber of Commerce.*

*Calcutta, 6th February 1872.*

With adverbence to your letter, dated 26th ultimo, I

am directed by the Member in charge to state that the former ruling of the Board referred to by you was based on an opinion recorded by the Advocate-General; but that, on a recent representation of the Bank of Bengal, the Collector of Stamp Revenue, Calcutta, has been instructed in future to admit powers of attorney executed in England on unstamped paper.

2. A copy of the orders\* to the Collector above alluded to, is herewith forwarded for the information of the Chamber.

\* No. 59 C., dated 26th January 1872.

*From Board of Revenue to Collector of Stamps.*

*Calcutta, 26th January 1872.*

The Member in charge has had occasion to re-consider the orders passed by the Board in their letter No. 761 C. of the 26th August 1870, and with reference to your No. 46 of 24th idem, I am directed to inform you that those orders are now withdrawn. It will not, in future, be necessary for you to require that powers of attorney executed in England, and brought to you for the imposition of an Indian stamp, should also bear an English stamp.

#### **Merchant Seamen's Act.**

From the accompanying letter from the Government of Bengal it will be seen that Clause

100 of Act I. of 1859 is again under consideration, its provisions having lately been found inadequate and unsatisfactory in the Madras Presidency. In reply, your Committee had only to support the views put forward by their predecessors on two previous occasions, and trust that the Marine Courts in question may soon be constituted in a manner more likely to deal satisfactorily with the important interests sometimes involved in trials before them.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, 4th January 1872.*

I am directed to forward, for the information of the Chamber of Commerce, the accompanying copy of a letter with enclosures, from the Government of Madras, addressed to the Government of India, relating to a proposal made by the Madras Chamber of Commerce for amending the existing law in respect to the constitution of the Marine Court appointed under the provisions of Section 100, Act I. of 1859, for the purpose of enquiring into the circumstances of shipwrecks and other casualties affecting ships, and I am to request that the Chamber of Commerce may be moved to favor the Lieutenant-Governor with an expression of its opinion on the proposal.

Forwarded with Marine Department's letter, No. 114, dated the 21st December 1871.

2. The return of the original papers, herewith forwarded, is requested.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 29th January 1872.*

I am instructed to acknowledge the receipt of your letter No. 19 of the 4th instant, and to submit for the information of the Hon'ble the Lieutenant-Governor the following expression of opinion on the subject of your reference.

The expediency of amending the 100th Section of Act I. of 1859, the law relating to Merchant Seamen, concerning the institution of enquiry in cases of wreck and casualty occurring on or near the coasts of British India, has been strongly urged by the Chamber of Commerce at Madras.

The grounds upon which the Chamber rest their recommendation are fully set forth in the correspondence which has been addressed to the Government of India, and need not be here recapitulated; the Chamber point out the practical insufficiency of the provision of the section in question, and refer to two special instances causing miscarriage of justice to all concerned, which well illustrate their argument and constitute unimpeachable evidence of the necessity for an amendment of the law. While, however, the Committee of this Chamber fully concur in the expediency of amending the section

referred to, they are of opinion that the proposed amendment does not reach sufficiently far; an additional member would of course strengthen a Court of Enquiry; but in the judgment of this Chamber the enquiry by such a Court should be preliminary only to an investigation by a tribunal assembled at a Presidency town and composed of competent legal and nautical assessors.

On this point the Committee endorse the views expressed by their predecessors in their letter of 25th September 1867 hereto annexed, (when they replied to the invitation to state their opinion on the provisions of the Indian Shipping Bill,) and in a subsequent communication on the same subject (29th April 1868,) when they again declared that the Courts for trying shipmasters in cases of casualties were not constituted in a manner calculated to ensure acquiescence in the justice of their decisions.

#### **Native Passenger-Ships' Act.**

A reference was made by the Government of India to the Chamber in connection with this measure, which the Committee had no difficulty in supporting, as it was known that increased control over the vessels carrying native passengers between India and the ports of the Red Sea was loudly called for. The Bill was also demanded inasmuch as previous legislation had



made no distinction between sailing ships and steamers in respect of the space to be allowed, the quantity of water to be carried, and other matters, in regard to which steamers might fairly expect some indulgence.

#### Trade Statistics.

The Committee submit correspondence with Government on the subject of early and detailed statistics of the foreign import and export trade of India, a desideratum of much importance and one towards the attainment of which members will no doubt be glad to give all the aid in their power, should the present enquiry result in any proposal of a practical form.

*From Govt. of Bengal to Chamber of Commerce.*

*Calcutta, the 2nd December 1871.*

I am directed to forward herewith a copy of a letter No. 2434, dated 15th November, from the Government of India in the Financial Department, on the subject of the adoption of the best means of giving, in the monthly and annual trade returns, an approximately correct statement of the value of the inward and outward foreign trade of India, and to request that the Chamber of Commerce will favor the Lieutenant-Governor with their views in the matter.

*Circular from Govt. of India, Financial Department, to Govt. of Bengal.*

*Calcutta, the 15th November 1871.*

I am directed to refer for consideration by local Governments, in communication with the local Chambers of Commerce, the best means of giving in the monthly and annual trade returns an approximately correct statement of the value of the *inward and outward foreign trade of India*.

2. A fixed official value, like the official values formerly observed in the trade returns of the United Kingdom, would measure exactly the rate of progress or decline in the *quantities of imports and exports*, but it would mislead in respect of the *real value of the trade* between any two countries.

3. But though, for this reason, official values have been discarded for real values, yet the object of ascertaining the value at which the trade of one country exchanges with that of another is not attained from the export and import returns exclusively of one of the countries. The exports from India, for example, are returned professedly at the market value at the place of shipment, though the return to India will be at the higher price at the place of destination; while the imports into India, for which they are exchanged, are also returned at the higher market value at the place of landing, though the country from which they were imported will receive

the inferior market value they bore at the place of shipment. The claim of India for her exports is understated, and her liability for imports is overstated, in her trade returns.

4. Untrue results like those are unavoidable to some extent, inasmuch as the trade returns of any country must be framed according to the values in the country; and so long as those values are correctly given, due allowance for the unavoidable short-comings in the returns can be made by those who consult them.

5. But when the values declared at the Custom House are incorrect, and the serious inaccuracies prevail in the rating of important articles, as appears to have been the case recently in the valuation of exports of cotton, the aggregate result of the inaccuracies may seriously mislead those who have to consult the trade returns in the conduct of their business.

6. On the import side of the trade returns there is a security against error in the circumstance that duty is assumed on the bulk of the imports according to a fixed tariff value which approximates to the real value, or on wholesale cash price exclusive of duty; and a further check against error in the major part of the imports can be applied by comparing the value of exports shipped to India from the United Kingdom, as given in the Board of Trade's returns for the calendar year, with that of the imports landed in India from Great Britain in the official year, which is three months later.

7. The principal errors occur in the *free imports* and *free exports*; and these latter are of such magnitude that erroneous valuations of them must seriously vitiate the trade returns.

8. The free articles, however, of import and export in which the trade is large are also comparatively few, and it may be possible for the local Government to concert with the local Chamber of Commerce arrangements by which the declarations of value of those principal articles at the Custom House, or the rating of them for the customs' returns, may be made to conform substantially with the market price at the time and place of shipment.

*From Chamber of Commerce to Govt. of Bengal.*

*Calcutta, 30th December 1871.*

The Committee of the Chamber of Commerce have had under consideration the circular from the Government of India in the Financial Department, received with your letter No. 4430 of the 2nd instant, relative to the desirableness of rendering more trustworthy than they are at present found to be the monthly and annual returns of the inward and outward foreign trade of India.

The object of ascertaining, with as near an approach to accuracy as is practicable, the value at which the trade of one country exchanges with that of another

is obviously of great importance, and the utility of the periodical statements issued by Government will be largely increased if they tend to establish that object.

The Committee recognize the points presented in the Financial Secretary's circular as involving difficulties in arriving at the actual results of the trade of India with other countries: and they concur in the opinion that the true proportions of that trade cannot be accurately measured except by a process which will yield results almost absolutely correct.

In dealing with the dutiable *exports* from India the right method, in the Committee's opinion, is to estimate their value at the moment of exportation, irrespective of the charges incurred between place of shipment and place of destination, inasmuch as those charges are assumed to be covered by the prices realised in the importing markets; and if their value is correctly given the exports from this country must necessarily be accurately represented: but it would be idle to attempt to follow and almost impossible to trace the fate of those exports; and the only means of proximately arriving at the probable out-turn in foreign markets is by applying the information contained in commercial circulars, price currents, and official records.

With regard to the bulk of dutiable *imported* commodities there should be no difficulty, since the process of realising the customs revenue affords the amplest means of ascertaining the exact value of that branch of trade.

The circular attributes principally to free imports and free exports, (the latter especially) the errors which render the trade returns defective in point of accuracy; and it is with reference to these classes that the Government of India appear to desire an improvement in the system of recording the true value of the articles which comprise them.

On this point the Committee would remark that they can scarcely conceive it to be a matter of the least consideration to importers and exporters of free goods to give an untrue or inaccurate declaration of value, and they would rather incline to the belief that in such cases the valuations would be given rather on the side of excess than of short-value. Where no possible object is gained by a false or fictitious rating of free goods, it is not easy to understand the alleged recent under valuation of exported cotton, and the Committee would be glad to learn that the Government have been misinformed in this respect.

The only suggestion the Committee can offer as to declared values being substantially in conformity with the market price at the time and place of shipment or importation is to trust to the integrity and good sense of those who are interested in the receipt or shipment of free goods, but in all instances of proved wilful misrepresentation to put into force sections 26 and 216 of the Consolidated Customs Act.

The Committee believe that the quantities and

weights of free goods are as a rule correctly returned, and their actual values could be arrived at without difficulty; and references to local price currents and the circulars of merchants and brokers could enable the Collector of Customs to verify the valuations declared by shippers of produce or consignees of imported merchandise.

#### **Oil Seed Cargoes.**

Referring to the excessive damage which occurred last year from the heating of rape seed cargoes, the Committee beg to submit a letter addressed to them by the Secretary of the *Association for the protection of commercial interests*, giving the views of the Underwriters upon the damage in question, copies of which were, at time of receipt, circulated to members of the Chamber. It is within the knowledge of the Committee that several claims for damage arising from heating have been settled by underwriters, but still they consider the view of the stranding clause, as set forth in the letter under notice, to be the correct one, and in face of the attitude said to have been taken up by underwriters the condition of seeds shipped becomes more than ever matter of importance.

*From the Secretary to the Association for the protection of Commercial Interests, as respects wrecked and damaged property, to Chamber of Commerce.*

*Royal Exchange, London, 24th January 1872.*

There have been lately several important cases of serious heating in cargoes of seed of different descriptions from Calcutta for this country. The damage to this seed has been very great indeed, and the danger to the ship has also been great.

Underwriters at present have asked the Committee to investigate these cases very closely, because they are determined to resist the claim which is made upon them, under the plea that particular average on the seed is payable because the ship has been burnt: but this is plainly not the burning which is contemplated in the provision in the policy, whereby it is agreed that particular average shall be paid if the ship be stranded, sunk or burnt. It is plain that this does not contemplate the payment for damage done by spontaneous heating of the cargo even if that may occasion some slight burning to the ship. What is intended is, that if from the accidents of the seas the ship is sunk and the cargo is damaged, or stranded and the cargo is damaged, or the ship is burnt and the cargo is damaged, then that damage to the cargo shall be made good by the Underwriters.

The Committee desire me to mention this to you that

the Chamber of Commerce of Calcutta may have the opportunity of taking such steps as they may think right to bring the matter to the notice of shippers of seed in Calcutta, that care may be taken that the seed when shipped is ripe and dry; as there can be no doubt that the heating and burning in the cargoes alluded to have been occasioned by the green or wet condition of the seeds when shipped.

Merchants may be in error in looking to their Underwriters for indemnification for losses arising from such causes.

#### **Unauthorised Fees at the Custom House.**

The levy of unauthorised fees by clerks in the Custom House was brought to the Committee's notice by the Collector, in the annexed letter, of which copies were furnished to members in March last with the view to put them on their guard against a practice which the Collector very properly condemned; and the Committee expressed their obligations to Mr. Crawford for his action in the matter.

*From Collector of Customs to Chamber of Commerce.*

*Calcutta, 22nd March 1872.*

It has come to my knowledge that a firm in Calcutta

has been constantly in the habit of paying fees to the Custom House clerks under various heads, such as inward entry of vessels, adjusting letters of call, preparing outward entry of vessels, entry fees, and for after-hours on Saturdays.

2. When the members of the Chamber of Commerce in January 1863 consented to the closing of the Custom House at 2 p. m. on Saturdays, on the condition that arrangements should be made for the clearance of vessels after that hour, I considered that they expected that they would be allowed to clear vessels as on the other working-days. I am of that opinion still, and do not consider that any Custom House clerk is entitled to any gratification whatever for clearing vessels on Saturdays in ordinary working hours.

3. To shew how grossly the firm in question has been imposed upon, I would mention that no less a sum than 37 Rs. has been charged in one Saturday for preparing outward entry and working after-hours, although the vessel cleared at 3-30 p. m.

4. I fear that the firm in question is not singular in making these payments: and it is scarcely necessary to point out how helpless I am in such a matter without the co-operation of the members of your Chamber. I trust therefore that they will co-operate with me in putting a stop to such practices by strictly refusing to countenance such demands as I have referred to. I need hardly assure the Members of your Chamber that the Deputy and Assistant Collectors with myself will be ready to

enquire instantly into any cases of illegal demands for gratuities, and that should any obstruction be placed in the way of business in consequence of the refusal of such demands, prompt redress will be given.

**Subscription for the sister of the late  
Thomas Waghorn.**

At the request of an old and respected member of the Chamber, Mr. Samuel Griffiths of Messrs. William Moran and Co., a subscription list was circulated a few weeks ago for the purpose of raising a small fund to relieve the distressed circumstances of the aged sister of the late Mr. Waghorn, whose enterprise and successful exertions in connection with the establishment of overland communication between India and Europe, by way of Egypt, entitled his services to grateful recognition by Government and the public; and the Committee are glad to announce that contributions to the extent of 4,000 Rupees have been placed in the hands jointly of Mr. Griffiths and Mr. James Layton of Mincing Lane, London, to be appropriated for Miss Waghorn's benefit in such manner as they may think will best secure that object. It was suggested however that in the event of her death before those funds were exhausted—she being nearly 70 years

of age—any surplus should be returned to the subscribers to be applied to some other charitable purpose.

**Portrait of Sir Wm. Grey.**

The Committee have much pleasure in informing the members of the Chamber that the portrait of the late Lieutenant-Governor has been finished and is considered by all who have seen it to be an excellent likeness; the portrait is expected to arrive shortly, and members will be duly notified when it is ready for inspection.

**Members.**

Messrs. Stokes, Coleman and Co. have been admitted by the Committee as members of the Chamber, subject to the usual confirmation.

**Funds of the Chamber.**

The half-yearly balance of the Funds of the Chamber amounts to Rs. 2,006-4-0 exclusive of the Reserve of Rs. 12,000 in 4 per cent. Government Securities.

J. R. BULLEN SMITH,

*President.*

---

APPENDIX.

---

# FUNDS OF THE CHAMBER.

Statement of the Funds of the Bengal Chamber of Commerce from  
1st November 1871 to 30th April 1872.

To Office Rent	Rs. 7,500 0 0	By Balance of 31st October 1871 —	Rs. 487 14 0
" Establishment	3,589 4 10	Cash in Bank of Bengal	270 0 7
" Charges General	12,045 3 7	" in hand	595 3 7
To Balance	12,045 3 7	Government Paper	12,000 0 0
Cash in Bank of Bengal	12,045 3 7	By Subscriptions	8,000 0 0
" in hand	12,045 3 7	" Receipts from Price Current	3,870 12 0
Government Paper	12,000 0 0	" Receipts from 4 per cent. Govt. Paper for	237 10 0
		" Sundries	15 14 0
			13,002 4 0

Rupess 26,031 7 7

CALCUTTA,  
30th April 1872.

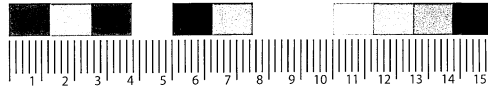
E. E.

H. W. L. WOOD,  
Secretary.

iii

Statement of the Import and Export of Ship Tonnage of the Port of Calcutta from 1st January to 31st December 1871.

For the Month of	IMPORT.					EXPORT.				
	BRITISH.	AMERICAN.	FRENCH.	ALL OTHER FOREIGN.	MONTHLY TOTAL.	BRITISH.	AMERICAN.	FRENCH.	ALL OTHER FOREIGN.	MONTHLY TOTAL.
	Ships. Tonnage.	Ships. Tonnage.	Ships. Tonnage.	Ships. Tonnage.	Ships. Tonnage.	Ships. Tonnage.	Ships. Tonnage.	Ships. Tonnage.	Ships. Tonnage.	Ships. Tonnage.
January .....	45 48,640	7 7,953	5 4,078	1 352	58 56,023	55 52,681	5 4,296	2 810	31 4,730	93 62,516
February .....	33 33,582	2 2,172	8 4,050	1 426	44 40,230	57 55,455	5 5,406	7 3,375	51 7,650	120 71,886
March .....	33 35,838	2 1,686	4 2,257	...	39 39,781	47 48,112	5 5,958	8 3,961	1 352	61 58,383
April .....	30 30,800	5 5,258	5 2,028	1 405	41 40,591	30 31,395	2 1,685	4 2,185	1 405	37 35,680
May .....	47 49,304	...	2 880	...	49 50,184	46 49,280	4 4,298	4 2,163	...	54 55,741
June .....	66 74,034	3 2,927	1 622	2 474	72 78,057	41 43,961	1 963	3 1,503	1 400	46 46,827
July .....	36 40,313	2 1,291	2 932	...	40 42,626	50 54,870	2 2,084	...	...	52 56,954
August .....	62 66,231	2 2,371	4 2,104	3 2,056	71 72,762	39 43,666	3 2,353	4 1,967	1 75	47 48,061
September .....	51 56,001	2 2,681	...	2 1,711	55 60,393	48 52,736	2 1,728	2 1,072	...	52 55,536
October .....	36 40,523	...	2 829	24 4,824	62 46,176	40 45,929	3 3,779	1 628	2 1,264	46 51,600
November .....	41 43,287	2 2,382	...	3 1,032	46 46,701	44 47,850	1 1,294	...	6 599	51 49,723
December .....	46 52,583	3 3,489	6 3,082	...	55 59,154	46 52,208	1 1,036	2 825	33 4,480	82 58,639
Total .....	535 5,80,226	30 32,300	39 13,462	37 11,280	641 6,43,268	543 5,78,213	34 34,870	37 18,508	127 10,955	741 6,51,546



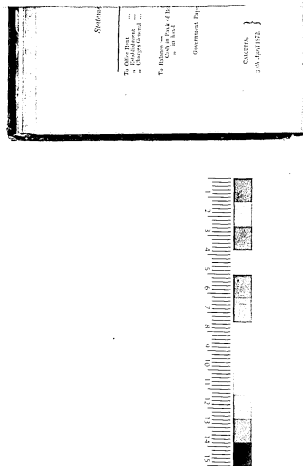


Statement of the Import and Export of British Produce of the Port of Calcutta from 1st January to 31st December 1871.

Date and Month of	IMPORT					EXPORT					Monthly Total
	Rupees	Pence	D	C	M	Rupees	Pence	D	C	M	
January	11	11	11	11	11	11	11	11	11	11	11
February	11	11	11	11	11	11	11	11	11	11	11
March	11	11	11	11	11	11	11	11	11	11	11
April	11	11	11	11	11	11	11	11	11	11	11
May	11	11	11	11	11	11	11	11	11	11	11
June	11	11	11	11	11	11	11	11	11	11	11
July	11	11	11	11	11	11	11	11	11	11	11
August	11	11	11	11	11	11	11	11	11	11	11
September	11	11	11	11	11	11	11	11	11	11	11
October	11	11	11	11	11	11	11	11	11	11	11
November	11	11	11	11	11	11	11	11	11	11	11
December	11	11	11	11	11	11	11	11	11	11	11
Total	11	11	11	11	11	11	11	11	11	11	11

Statement showing Bank of England Return, Price of Consols, Bank Discount, Shipments of gold and silver from Europe to the East, Price of Silver in London, Amount drawn on Indian Treasuries, and Exchange London on Calcutta, in the year 1871.

BANK OF ENGLAND RETURN FOR 1871.										PRICE OF SILVER IN LONDON.			
LIABILITIES.					ASSETS.		BANK DISCOUNT.			REMARKS ON GOLD AND SILVER RESERVE (WITH ASSAYING AND PURCHASING EXPENSES) FROM JANUARY TO END REQUIRED PERIOD.			
Date.	Credit.	Debit.	Balance.	Interest.	Gold.	Silver.	Rate.	Days.	Rate.	Days.	Rate.	Days.	
1st Jan.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st Feb.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st Mar.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st Apr.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st May.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st Jun.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st Jul.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st Aug.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st Sep.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st Oct.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st Nov.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
1st Dec.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	
Total.	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	



TONNAGE SCHEDULE for the Port of CALCUTTA, submitted at a Special General Meeting of the Bengal Chamber of Commerce held on the 12th February 1872, and adopted with effect from 1st September 1872.

[illegible]

EXPORT

To Great Britain 2,50,000; China 25,463; Penang and Singapore 61,028; Rangoon and Moulmein 27,63,728; Mauritius and Bourbon 6,00,000; Akyah, Arracan and Pegu 20,51,000; Madras 10,97,734; Bombay 6,001; Ceylon 10,16,000; and to all other places 6,43,222. Total .. 1,00,00,000.

© 1999 Blackwell Science Ltd *Journal of Internal Medicine* 245: 399–406

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Cowries ... ..	20	.....
Cummin Seed ... ..	8	.....
"    Black ... ..	8	.....
Cutch, in bags ... ..	18	.....
Dates, wet ... ..	20	.....
"    dry ... ..	16	.....
Diabol ... ..	20	.....
Elephants' Teeth in Bulk ... ..	20	.....
Furniture ... ..	.....	50
Garlic and Onions ... ..	12	.....
Ginger ... ..	16	.....
Gram ... ..	20	.....
Gums, in cases ... ..	50	.....
Gunny Bags and Gunny Cloth ... ..	50	.....
Gunjah ... ..	50	.....
Hemp, in bales of 300 lbs. each, 5 to the } ton, not to exceed ... ..	52	.....
Hides, Buffalo, or Cow, cured ... ..	14	.....
Horns, Horn Slavings and Tips ... ..	50	.....
Horns, Cow, Buffalo, or Deer ... ..	20	.....
India Rubber, in bags ... ..	16	.....
"    in cases ... ..	50	.....
Indigo ... ..	50	.....
Iron ... ..	20	.....
Jute, in bales of 300 lbs. each, 5 to the ton, } not to exceed ... ..	52	.....
Jute Cuttings ... ..	52	.....
Lac Dye ... ..	50	.....
Lead ... ..	20	gross
Linsced ... ..	20	50
Mace ... ..	20	.....
Machinery ... ..	20	.....
Merak ... ..	20	.....
Mustic Seed ... ..	18	.....
Mirabolams ... ..	16	.....
Molasses ... ..	2 punchcoons or 4 hhds.	.....
Mother o' Pearl, in bags ... ..	20	.....
"    chests ... ..	20	.....
Munjeet ... ..	60	.....
Mustard or Rape Seed ... ..	20	.....
Niger Seed ... ..	20	.....
Nutmegs, in cases or casks ... ..	30	.....
Nux Vomica ... ..	16	.....
Oats ... ..	16	.....
Oil, in cases ... ..	50	.....
"    casks ... ..	4 hhds.	.....

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Opium ... ..	per chest.	.....
Paddy ... ..	16	.....
Palnutine, in bags ... ..	16	.....
Peas ... ..	50	.....
Pepper, Long ... ..	12	.....
"    Black ... ..	14	.....
Planks and Deals ... ..	20	30
Poppy Seed ... ..	10	.....
Putchuck ... ..	10	.....
Rags ... ..	.....	50
Raw Silk, in bales ... ..	10	.....
Rattans for dunnage ... ..	20	.....
Red Wood, Ditto ... ..	20	.....
Rhen, in bales, per ton of 5 bales not exd. ... ..	52	.....
Rice ... ..	20	.....
Rope, in coils ... ..	60	.....
"    Lines and Twines, in bundles ... ..	16	.....
Rum, in casks ... ..	2 punchcoons or 4 hhds.	52
Saillower, in bales p. ton of 6 bales not exd. ... ..	50	.....
Sago, in cases ... ..	20	.....
Sal-amonic, in bags ... ..	20	gross
"    boxes ... ..	20	.....
Saltpetre ... ..	20	.....
Salt ... ..	20	.....
Sapan Wood for dunnage ... ..	20	.....
Sealing Wax, in cases ... ..	50	.....
Seed-lac, in cases ... ..	50	.....
"    bags ... ..	16	.....
Senna ... ..	50	.....
Shells, rough, in bags ... ..	20	.....
Shell-lac, in cases ... ..	50	.....
"    bags ... ..	16	.....
Silk Chusum ... ..	50	.....
"    Waste ... ..	50	.....
Silk Piece Goods ... ..	50	.....
Skins ... ..	14	.....
Soap, country, in cases ... ..	50	.....
"    bags ... ..	16	.....
"    bar ... ..	20	.....
Stick Lac, in cases ... ..	50	.....
"    bags ... ..	16	.....
Sugar ... ..	20	.....
Tallow, in cases or casks ... ..	20	.....
Talc ... ..	20	.....
Tamarinds, in cases or casks ... ..	20	.....
Tapica ... ..	50	.....

ARTICLES.	Cwt. per Ton Nettt.	Cubic feet per Ton.
Tea ... ..	50	50
Teel Seed ... ..	20	40
Timber, round ... ..	40	40
" squared ... ..	50	50
Timbal ... ..	20	40
Tobacco, in bales ... ..	16	50
Tortoise Shells, in chests ... ..	10	50
Turmeric ... ..	20	50
Wheat ... ..	50	50
Wool ... ..	50	50

1. 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 a radius of 5 miles from the Custom House, except in the case of Cotton, the measurement of which shall be taken at the Screw-house.

2. Measurement to be taken at largest part of the bale,—inside the lashing on one side and outside on the other.

3. Jute, Jute-cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

4. The term "dead weight" shall be understood to mean the following articles:—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, Linseed, Rapeseed and all Metals.

B. W. I. WOOD,

Secretary.

CALCUTTA,  
12th February 1872.

## MEMBERS OF THE CHAMBER OF COMMERCE.

Agelasto and Sagrandi.	Lyall, Rennie and Co.
Apezand Co.	Macallister, R., Agent, <i>Tender Company.</i>
Anasthetter and Co.	Macdonald, Mackenzie and Co.
Argenti, Schillat and Co.	Mackenzie, Lyall and Co.
Atkinson, Tilton and Co.	MacKnight, Anderson and Co.
Atkinson, John and Co.	Moran, W. and Co.
Ashburner and Co.	Munrojee Rastomjee.
Bahner, Lawrie and Co.	Murray, W., Agent, <i>Hong Kong &amp; Shanghai Banking Corporation.</i>
Barlow and Co.	Pearee, Macrae and Co.
Begg, Dunlop and Co.	Playfair, Duncan and Co.
Blicker, G. M.	Putrochind Brothers.
Boyardalle, Schiller and Co.	Pool, Jacob and Co.
Buskin, E. G.	Prestage, F., Agent of the <i>Eastern Bengal Railway Company.</i>
Camin, Lamouroux and Co.	Pravickissen Law and Co.
Carlisle Nephews and Co.	Preston, Alfred.
Colvin, Cowie and Co.	Ralli Brothers.
Crooke, Rome and Co.	Ralli and Macrogini.
Cochrane, S., Manager, <i>Agra Bank, Limited.</i>	Robert and Charriol.
Chalmers, J., Manager, <i>National Bank of India.</i>	Rentiers and Co.
Cox, Henry S.	Robinson, S. H.
DeSouza, Thos. and Co.	Robinson, T. M., Managing Director of the <i>Bengal Coal Company.</i>
Dauerschmidt, Grob and Co.	Ross and Co.
Dwarkanath Dutt and Co.	Reid, J. M., Agent, <i>Chartered Mercantile Bank of India, London, and China.</i>
Ede and Hobson.	Romond, A., Manager, <i>Comptoir D'Es-compte de Paris.</i>
Erschanson and Oesterley.	Schulze and Co.
Ewing and Co.	Schuyler, Pate and Co.
Ezra, E. D. I.	Schuler, Samt and Co.
Fergusson, J. H. and Co.	Schoene, Kilburn and Co.
Findlay, Hayes and Co.	Shand, Parrie and Co.
Fellmann, Maurice and Co.	Shaw, Jameson and Co.
Finky, Muir and Co.	Smith, D. A. and Co.
Freck, D. and Co.	Smith, Samuel, Sons and Co.
Gibson and Co.	Stokes, Coleman and Co.
Graf and Baunziger.	Strymmon, J. S., Agent, <i>Oriental Bank Corporation.</i>
Graham and Co.	Thomson, J. and Co.
Grindlay and Co.	Turner, Morrison and Co.
Gubbay, Elias S.	Toothill, L. W. and Co.
Henderson and Co.	Townson and Co.
Henderson, George and Co.	Ullmann, Hirschhorn and Co.
Hellers, F. W. and Co.	Weinholt Brothers.
Hoare, Miller and Co.	Wright, G. A., Agent, <i>Chartered Bank of India, Australia and China.</i>
Huber and Co.	Whitney Brothers and Co.
Jardine, Skinner and Co.	Williamson Brothers and Co.
Kettellwell, Bullen and Co.	Wiseman, Mitchell, Reid and Co.
Kelly and Co.	Wills, Edmunds and Co.
Ker, Dole and Co.	Wolff, Williams and Co.
Knowles, H., Agent, <i>Banco Company.</i>	Yule, Andrew and Co.
Longmuir, Thos., Manager, <i>Dahli and London Bank, Limited.</i>	
Lovell, H. P., Supdt., P. & O. Steam Navigation Company.	

## MEMBERS.

Becher, Wm.—*Gowhatly, Assam.*  
Hamilton, Brown and Co.—*Mirzapore.*

Howard Brothers.—*Mirzapore.*

**RULES AND REGULATIONS**  
OF THE  
**BENGAL CHAMBER OF COMMERCE.**

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

*Second....* That the object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal and specially those of the port of Calcutta ; to employ all means within its power for the removal of evils, the redress of grievances, and the promotion of the common good ; and, with that view, to communicate with Government, public authorities, associations, and individuals ; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber ; and to form a code of practice to simplify and facilitate transaction of business.

*Third....* That merchants, bankers, ship-owners, and brokers shall alone be admissible as members of the Chamber.

*Fourth....* That candidates for admission as members of the Chamber shall be proposed

and seconded by two members, and may be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

*Fifth.....* That the subscription of firms and banks shall be 16 rupees per mensem, of individual members 10 rupees per mensem, and of mofussil members 32 rupees per annum.

*Sixth ...* That any member of the Chamber whose subscription shall be three months in arrears shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

*Seventh...* That the business and funds of the Chamber shall be managed by a Committee of seven Members, consisting of a President and Vice-President and five Members, to be elected annually at a General Meeting of the Chamber in the month of May ; the President, or, in his absence, the Vice-President being ex-officio Chairman of the Committee, and in the absence of the President and Vice-President, the Committee to elect its own Chairman. Four to form a quorum.

*Eighth....* Annual elections of President, Vice-President, and members of the Com-

mittee shall be determined by a majority of votes of members, such votes being given in voting cards to be issued by the Secretary,—numbered and bearing his signature ; and no voting card shall be received for such purpose unless so authenticated. All vacancies created by the absence of the President, or Vice-President, from the Presidency for three months or by departure for Europe, or by death, shall be forthwith filled up, and the election determined by votes to be taken as above and declared by the Committee. All vacancies created as above by the absence, departure, or death of any of the Members of the Committee shall be forthwith filled up by selection by the Committee subject to approval at first ordinary general meeting thereafter.

*Ninth...* That parties holding powers of procuration shall, in the absence of their principals, be eligible to serve as members of the Committee.

*Tenth...* Two members of a firm or representatives of a bank shall not serve on the Committee at the same time.

*Eleventh.* That the Committee shall meet for the purpose of transacting such business as may come within the province of the

Chamber at such times as may suit their convenience, and that the record of their proceedings be open to the inspection of members, subject to such regulations as the Committee may deem expedient.

*Twelfth.* That all proceedings of the Committee be subject to approval or otherwise of General Meetings duly convened.

*Thirteenth.* That a half-yearly report of the proceedings of the Committee be prepared, printed, and circulated for information of members three days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

*Fourteenth.* That the Secretary shall be elected by the Committee ; such election to be subject to confirmation at the next ensuing General Meeting.

*Fifteenth.* That General Meetings of the Chamber shall be held at such times as the Committee may consider convenient for the despatch of business.

*Sixteenth.* 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.

*Seventeenth.* That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting to be held within 15 days subsequent to receipt of such requisition.

*Eighteenth.* That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

*Nineteenth.* That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.

*Twentieth.* That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.

*Twenty-first.* That the Chamber reserves to itself the right of expelling any of its members; such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

*Twenty-second.* That strangers visiting the Presidency may be admitted by the Committee

as honorary members for a period not exceeding two months.

*Twenty-third.*... That no change in the rules and regulations of the Chamber shall be made except by the votes of a majority of the members of the Chamber present in person or by proxy at a Special General Meeting to be held after previous notice of three months.

