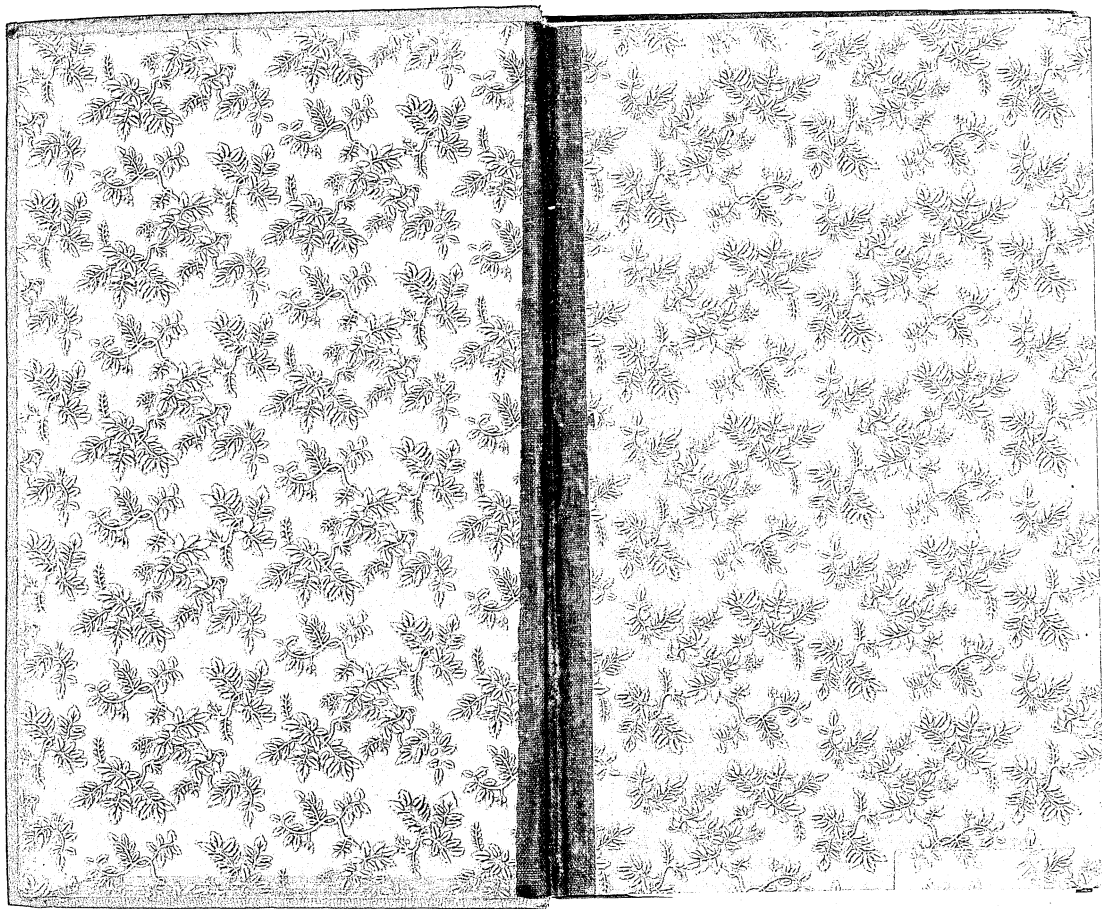
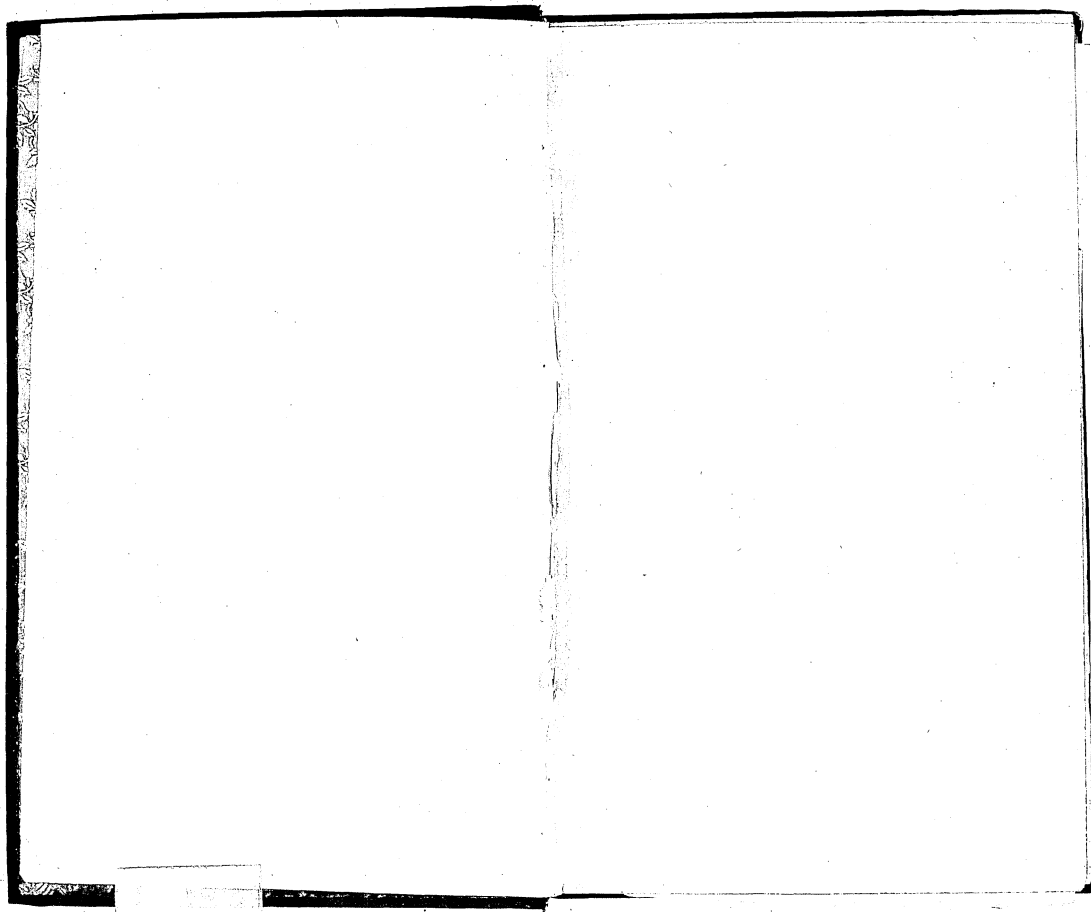




REPORT
OF THE
BENCAL CHAMBER OF COMMERCE
PART-I 1873





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*Proceedings of the half-yearly General Meeting
of the Bengal Chamber of Commerce held on
Saturday, the 31st May 1873.*

Mr. J. C. Murray, President of the Chamber, in proposing the adoption of the report, spoke as follows :—Gentlemen,—My remarks on the work of the Committee contained in our report for the last half-year will be few.

In the first place, I suppose there is but one opinion regarding the abolition of the obnoxious income-tax, and the flourishing condition of the Government finances. I am sorry, however, that the sound principle of using surplus balances for the extinction of existing debt, and of providing for reproductive public works by loan, has been departed from. The result of the mode adopted is financially the same, but the principle is a sound one, and should have been adhered to.

On the publication of the draft of the Labor Districts Emigration Bill, the Committee at once addressed Government on the subject, objecting to the bill on general grounds, and they further called a large Sub-committee to take the details of

the bill into consideration. The Sub-committee held several sittings and have carefully gone through the bill, section by section; their report is now in course of preparation, and will be duly submitted. In the meantime the bill, as amended by the Select Committee of the Council, has appeared in the *Gazette*, and it is gratifying to find that the objections urged by your Committee have had weight enough to effect a modification of the objectionable clauses. There are still, however, some clauses retained which the Sub-committee consider open to serious objection, and as this Committee was composed of merchants experienced in the management of tea estates, their practical suggestions are entitled to every respect and consideration by Government.

Octroi duties have again received attention from the Committee during the past half-year. It has been acknowledged by Government that in at least one large town the octroi had assumed the shape of a "transit duty," and the Committee have instanced to them the case of another town of large importance commercially a few years ago, to whose decline the introduction of the octroi and the vexatious mode of its collection has greatly contributed. It is matter of opinion whether a town does not follow a short-sighted policy in adopting octroi duties for its municipal

purposes. If it does adopt it, the greatest caution is necessary in its administration. From its very nature it tends to cripple trade and hinder its expansion; but, if in addition it be carelessly or vexatiously worked, the trade is sure to decline rapidly, being driven off to other and more liberal channels. If the imposition of an octroi is objectionable, even when levied on the trade of the town itself, it is still more objectionable when through traffic is taxed; it is simply making one town pay for the municipal and sanitary arrangements of another. The Committee have just heard—too late to include the correspondence in the report—that measures have been taken to stop the objectionable practice hitherto prevailing in the towns of Umritsur and Bhowani. I believe myself that the trade of the latter can never be fully restored, though the relaxation of the octroi rules may recall a portion of it. The proposed introduction of a system of drawbacks on re-exports in the former town is a step in advance, and should have been adopted from the beginning. The action taken by your Committee has been, therefore, so far beneficial, and they hope that Government will carefully watch the working of these duties in such other towns as may have adopted them.

The next subject in the report is the Government

estimate of the cotton crop in the North-Western Provinces. You will see from the correspondence that the Committee questioned the accuracy of these estimates; this elicited a second and very interesting communication from the Government, which has come in since the publication of the report, and which the Committee have not yet had time to analyse carefully. It will appear in our next report. The previous estimates appear to have been modified; and the ratio of consumption in the producing districts has also been reduced, principally on the ground of the use of Manchester manufactures being larger than was originally estimated. The modified estimate of consumption of English and country-made cloth is put down as 60 and 40. It has hitherto been supposed by those conversant with the trade that English cloth did not find its way into common use by the masses except to a small extent, and I was, therefore, surprised to see so large a proportion as 60 per cent. of the whole allotted to Manchester; it is so contrary to our preconceived ideas on the subject. Both the first and second communications from Government are accompanied by long figured statements of considerable interest, but which are not printed, as they would have swelled out our report too much; they are open, however, to the inspection of members who may desire to study them. Your

Committee have applied to the Department of Agriculture for similar returns of the yield of Rajpootana and other cotton-producing districts not included in the North-Western Provinces, so that we may hope to obtain reliable estimates of next year's yield throughout the whole of India.

The subject of tariff valuations is too large a one to be discussed here. There is no doubt that additions and alterations are needed to meet the present requirements of our trade. These can only be arrived at by a patient investigation of the whole question by Government, and the united Chambers of Commerce in India. Your Committee have prepared the way for this, and have been promised the co-operation of the two important Chambers of Bombay and Madras, as well as that of Manchester.

The only other subject in the report requiring remark is the proposed concentration of Marine offices. His Honor the Lieutenant-Governor proposed, by the capitalization of the purchase-money of the old Sudder Court, to provide the funds necessary to effect the concentration of not only the Marine but also of all the Bengal offices, in the same or adjacent buildings. I heard yesterday that the sanction of the Imperial Government to the proposal has been received, and the work

will now be proceeded with. The site chosen is Writers' Building on the North, and the present Custom House on the West of Dalhousie Square, both of them already the property of Government.

I have now briefly to mention a few other subjects that have come before the Committee since the preparation of the report.

The assimilation of the Indian to the English Act in respect to stamps inadvertently spoiled. The Home Act allows renewal 6 months after *spoiling*, the local Act limits the time to 12 months after *purchase*, and representation has been made to the Committee of the loss to the exchange banks who are forced by the nature of their business to hold a large and varied stock of stamps.

Your Committee have also had brought to their notice the inconvenience and loss to exporters by sudden changes in the standard of cotton in the London market. They have addressed the Cotton Brokers' Association on the subject, and the result will be duly notified to members.

The Committee have also received two com-

munications from Government regarding the extension of Telegraphs; the first being from Rangoon to the rising port of Bassein, thence to Diamond Island. Bassein is a large port, with an increasing trade, and Diamond Island is the natural place of call for "seeking" ships. The Committee have, therefore, had pleasure in adding their support to the strong recommendations of the merchants of Burmah. The second proposed line is from Cuttack to False Point. Though the Committee have expressed doubts as to the financial success of this line, they have recommended its construction for meteorological and other purposes.

The Foreign Office has asked the Chamber for suggestions as to the working of the trade with Yarkand under the lately concluded treaty with the Ataligh Ghazee. The Committee have had the matter under consideration, but the information they possess is but scanty; they have no doubt the new Committee, with whom will rest the disposal of the question, will be glad of any aid that can be given them by members who may have some knowledge of the subject.

There are only two other things of local interest that I need mention before proposing the adoption of the report.

The first is with reference to the Floating Bridge. The pontoons are all here, and the first pair will be fixed in position next springs. Portions of the iron work have not yet arrived, but Mr. Leslie has gone home to push on the despatch, and will be back in October. There are hopes that the whole work will be completed, and the bridge open for traffic in twelve months.

The next matter of local interest is that the Eastern Bengal Railway has received the sanction of the Government for the extension of the line to the river bank at Chitpore, which will be a great convenience for the traffic in produce from Eastern districts.

I think these are all the remarks I need make, and I will now propose—"That the Report of the Committee of the Bengal Chamber of Commerce for the half-year ended 30th April 1873 be received and adopted."

The Hon'ble Mr. BULLEN SMITH said—I thought it was customary for one of the executive to second the adoption of the report; but I have much pleasure in responding to your request, Mr. President. I have only one or two remarks to make upon the subject which first

meets us in the report, namely, the Labor Districts Emigration Bill. I may say that when I first saw that this bill had attracted the attention of the Bengal Chamber of Commerce, and that the Committee had addressed Government regarding it, I was somewhat surprised, because I believe there has for the last 12 or 15 years existed an understanding that matters of this description lie more within the province of the Landholders' Association than that of this Chamber; and acting upon such an understanding, the Chamber has abstained from taking any notice of Act X, and various other Acts, relating to the agricultural districts of the country. I don't in the least regret that the Committee of this Chamber have taken this matter up. On the contrary, our thanks are due to them for having done so. But I desire to say that I think it will be of very great importance, in the further communication which you contemplate sending in to Government, that you should be very careful. If you do not act altogether in conjunction with the Committee of the Landholders' Association, it should be seen that nothing proceeds from this Chamber in opposition to the views of another body more directly representing the tea interest. Nothing will be more hurtful to our cause than that Government should be placed in the position of having to choose between conflicting

statements coming from two bodies whose opinions are entitled to weight. That is not the position in which we should place the Government. I am the more induced to make these remarks, because, in the preliminary letter written by the Chamber, I find there are three paragraphs in which views are expressed which diametrically run counter to the opinions which have been expressed on former occasions, regarding this question of labor contract. I am not sure whether the expression made use of at the bottom of page 7 is one used by the Committee originally, or whether it is a quotation from some Government document. But I believe there is no person connected with tea who would not distinctly repudiate the epithet "a class of contractor" being applied to that individual whom three or four years ago we were lucky enough to call into existence as a garden sirdar. If I understand the whole tenor of the legislative discussion on this subject rightly (my friend, Mr. Sutherland, who was then in Council, will correct me if I am wrong) the idea was to separate as widely as possible this system of what I may call domestic emigration by means of garden sirdars from the former system by means of contractors and agents. The whole tenor of legislation was, as far as possible, to separate all connection between these two classes of men, and certainly the garden sirdar, although to a certain extent he is a recruiter, in so far that he

induces coolies to go to a garden, is in no sense either a recruiter or contractor, as these words have been all along understood and used in the Labor Bills. And for that reason the expression used here, "a class of contractor," cannot correctly apply to garden sirdars. The sirdar makes no contract, and the laborer is under no contract whatever, till he is put under such by the Government agent.

The second point to which I wish to draw the attention of the meeting is a most important one, namely, the recommendation of the Committee of the Chamber for the opening of a central depôt for the laborers brought here by garden sirdars. I very unwillingly occupy a position of antagonism to the Committee, but I do not hesitate to say that anything in the shape of a central depôt is, to my mind, a thing to be deplored. And more than that, I believe it will be found in the records of the Landholders' Association that the subject has been brought forward more than once; and for many reasons, and chiefly for the strong medical opinion pronounced against it, this proposition has been always condemned. The essence of all successful emigration is to get away the men from Calcutta by the least possible delay; because it has been found that disease is more likely to break out among the coolies when they are congregated in large numbers, and the occurrence of

many deaths has a most depressing and injurious influence upon those not actually attacked. I am not speaking merely theoretically, but from my own experience, and I think we have sent within the last few years 2,000 laborers to Cachar through these garden sirdars. We have found it of the utmost importance to reduce their stay in Calcutta to the minimum.

The only other point is the strong expression of opinion which is given unreservedly against the use of native boats in the last paragraph of the Committee's letter. Now, if this had been put in solely with reference to Assam, I should have been disposed to concur in it, because I believe a prosperous voyage for coolies to Assam in a native boat is almost impossible. But if it is applied to the districts of Cachar and Sylhet, then I say, that the Committee in recommending the Government to prohibit the employment of native boats, has set its face against a system which is preferable to all other systems. This is not a theory or an opinion, but it is an absolute fact. The native laborers travelling in these boats go in small numbers; they stop where they like, cook where they like, and are unnumbered by all the numerous regulations which exist on board of steamers; and I say it is a matter of fact, in which I hope some of the gentlemen

present will bear me out, that there is no better system of emigration transport to Cachar and Sylhet than that of small bodies of coolies proceeding in native boats. We have found that, as a rule, men proceeding thus have arrived in the gardens not only without the occurrence of any deaths on the way, but in very good health.

Now, Mr. President and Gentlemen, I hope the spirit in which I make these observations will not be misunderstood. Far be it from me to undervalue anything that goes forth from this Chamber. But knowing as I do what has gone forth from the Landholders' Association and others, and knowing the actual results of the practical working of the subjects I have spoken about, I think it right to mention what my experience has been, in the hope that any further representation which may go up from this Chamber will be one which will coincide with the views of the bulk of those employed in tea, and with previous expressions of opinion on the points under notice. In all other respects, I have great pleasure in seconding the adoption of the report. It shows the continued attention the Committee have given to the mercantile affairs of the city.

The CHAIRMAN—I am much obliged to you, Mr. Bullen-Smith, for the remarks you have

made. In the first place I may mention that before the Committee took any action in the matter, I was careful to call upon the Secretary of the Landholders' Association; and we were agreed upon the principal grounds of our opposition to the bill. And further than that, I can promise members that our report, and our letter accompanying it, shall also be submitted to, and will be in accordance with the views of the Landholders' Association. Now, with regard to your next objection about the use of the expression "a class of contractor," I am not quite certain, but I rather think that that was the name given either in the Act itself, or in one of the speeches in Council, to the garden sirdar. I quite agree with you that we ought to have noted that these contractors are to be kept entirely distinct and separate from the domestic recruiters, as you call them. I shall see that that is again brought forward.

The question about the central depôt was one which arose from an objection which was mentioned to me by the medical officer, Dr. Grant, with regard to the mode of examining the coolies recruited by these garden sirdars. He only sees them for five or ten minutes, and he has no possible means of knowing whether there is any epidemic amongst them or not. That is the only

reason why the subject of central depôts has been mentioned.

Now with regard to transport. My opinion is, that there are very stringent rules applicable both to native boats and steamers; if there are these stringent rules, of course they take away half the benefit. The point you mention, however, is very important, and shall have every consideration by the Committee.

The resolution, with regard to the adoption of the report, was now put and carried.

It was then proposed by the President, seconded by the Vice-President,—*"That the Committee's conditional election of Messrs. Macneill and Co., Messrs. Cohn Brothers and Co., Messrs. David Sassoon and Co., Messrs. Kerr, Tarruck and Co., Messrs. J. Macmillan and Co., and Messrs. Steel, McIntosh and Co., as members of the Bengal Chamber of Commerce, be confirmed."*

Carried.

It was also proposed by the President, seconded by the Vice-President,—*"That the Committee's conditional election of Mr. C. S. Carlisle and Mr. F. Eiselen, as members of the Committee, in the*

room of Mr. E. C. Morgan and Mr. W. F. Stutz, proceeded to Europe, be confirmed."

Carried.

The Scrutineers, Messrs. J. Murdoch and T. H. Mosley, now submitted the names of the following gentlemen as members of the new Committee:—

J. C. Murray, Esq., President.

H. H. Sutherland, Esq., Vice-President.

T. A. Vlasto, Esq.

F. Eisenlohr, Esq.

Thos. A. Apcar, Esq.

A. Thorndike, Esq.*

H. F. Brown, Esq.*

The CHAIRMAN,—Gentlemen,—I thank you for the honor you have done me in re-electing me as your President. I should not have stood for it again were it not for one or two questions which I should like to assist in considering before resigning.

Mr. MURDOCH in a few remarks suggested the necessity of considering whether it would not be advisable to change the present system of voting, which, he considered, presented many difficulties.

* Mr. Thorndike and Mr. Brown having declined to serve, Mr. William Craig and Mr. William Donnan were elected to complete the Committee.

The Hon'ble Mr. BULLEN-SMITH—Before we separate, there is one other resolution, and that is, to propose a hearty vote of thanks to the President, the Vice-President, and the Committee of the Chamber, for their services during the past half-year. There are many proofs in their Report of the attention they have given to the mercantile affairs of Calcutta; and I have no doubt, Mr. Chairman, that, with the Committee now elected, your exertions will be crowned with still further success in the second half-year.

The resolution was unanimously carried, and the meeting separated.

H. W. I. WOOD,

Secretary.

BENGAL CHAMBER OF COMMERCE.

Report of the Committee for the half-year
ended 30th April 1873.

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 Financial Statement for 1873-74.

In their report of proceedings for the period
which embraces the annual budget statement of
Government it is customary for the Committee to
include a brief reference to the salient points in
the Finance Minister's exposition; and on this
occasion it is a matter of special satisfaction that
they are able to place on record the following
Resolution by the Government of India on the
budget estimates submitted by the Hon'ble Sir
Richard Temple: for, while it expresses the
approval of those estimates by the Governor-
General in Council, it announces the condition of
the finances to be satisfactory, that no additional
taxation is needed to maintain it, that the ordi-
nary sources of imperial revenue will enable the
Government to meet all ordinary demands, and

that the country has at length been relieved of the burden of the income tax—the continued imposition of which in times of comparative financial ease has been repeatedly assailed and condemned.

When that tax was introduced by Mr. Wilson in 1860, at a period of the gravest emergency, it received the full support of the mercantile classes represented by this Chamber as a measure of absolute national necessity; and while that necessity continued, while the finances of the country were unequal to legitimate expenditure and required the aid of an exceptional demand on the public, the Chamber cheerfully accepted the decision of Government, and concurred in the belief that the imposition of a moderate levy of direct taxation was justified, provided it was universal and equal in its application.

The Committee will not enter into the history of the Income Tax which is familiar to all; its temporary discontinuance, its reappearance, and reimposition under the transparent disguise of a License Tax, and subsequent renewal in its own proper designation but greatly modified in its incidence, need only be cursorily referred to: and they cordially congratulate the commercial public on its abolition and the favorable circumstances which have led to its extinction.

RESOLUTION BY THE GOVERNMENT OF INDIA,
DATED 28TH MARCH 1873.

The Governor-General in Council has already approved of the figures of the Budget Estimates for 1873-74, and the usual notifications will be issued to the several local Governments and Administrations.

2. A comparison between the estimate of the ordinary revenue and expenditure for the year 1873-74 shows a surplus of £220,000.

3. The cash balance in India at the commencement of the year is estimated at £19,300,000, and, at the end of the year, at £14,800,000, after providing for an expenditure of £3,878,000 on reproductive works, which, under ordinary circumstances, would have been met from loan funds.

4. The general condition of the finances is, therefore, satisfactory. Although the estimated surplus for the year 1873-74 is small, the estimates, both of revenue and expenditure, have been framed with caution; the estimate of the net receipts from opium is £5,385,000, which is less by 2½ millions, than the receipts of 1871-72, and by 1½ million, than the receipts of 1872-73; and the state of the cash balances prevents any risk of financial difficulty during the year.

5. With respect to the future, His Excellency in Council believes that no additional taxation is required for the purpose of maintaining the finances of India in a sound and satisfactory condition. Besides the gradual expansion

sion of the revenue which may reasonably be expected, there will be, in the course of the years 1874-75 and 1875-76, a reduction of expenditure of nearly half a million per annum, in consequence of the time having arrived when the stock of the East India Company will be paid off. Any increase of expenditure which may be necessary in some branches of the public service, may, His Excellency in Council believes, be met by economy in others. The schemes for public works chargeable to loan funds have been revised, and, so far as reliance can be placed upon careful estimates, the completion of the system of guaranteed railways, and the construction by Government of the railway and irrigation works now sanctioned or contemplated, will not entail any serious additional charge upon the annual revenues. The Government of India has, therefore, decided that it is not necessary, with reference to the present or prospective condition of the finances, that the Income-tax should be reimposed, or that any other tax should be imposed in addition to the existing sources of revenue.

6. The Government of India has also considered whether the Income-tax should be reimposed as a part of the ordinary fiscal system of India, while other taxes might, either immediately or eventually, be remitted or reduced. After a careful consideration of this alternative, and of the opinions expressed by the local authorities and officers in answer to the recent financial circular, the Government has determined that it would not be expedient to reimpose the Income-tax for the purpose of carrying this policy into effect.

7. As no legislative measure will be introduced in

connection with the Budget of the coming year, it would be in contravention of the Indian Councils Act, 1861, that a financial statement should be made in the Council of the Governor-General for the purpose of making Laws and Regulations. The minute recorded by the Hon'ble Sir Richard Temple, which contains the customary explanations of the Budget figures of the present year, together with his review of and opinions regarding the financial policy of the Government of India during the last four years, will be published, together with this Resolution, the Budget Estimates, and Appendices, in the *Gazette of India* for general information.

✓ Labor Districts Emigration Bill.

The following representation from the Committee to the Legislative Council of the Government of Bengal embodied their objections to the new Emigration Bill, as it stood when first published. Some of these objections have been removed by the Select Committee, and the amended Bill is, in these respects, an improvement. There are still however some clauses which, the Committee believe, might be amended with advantage. The whole subject is now under consideration of a Sub-Committee of the Chamber, who have been going through the Bill, section by section, and whose report will be considered as soon as received and a further communication made to Council.

*From Chamber of Commerce to Government of
Bengal, Legislative Department.*

Calcutta, 7th March 1873.

The Committee of the Chamber of Commerce desire me to request you will do them the favor of placing this letter before the President of the Council of His Honor the Lieutenant-Governor for the purpose of making laws and regulations at the sitting of Council on Saturday, the 8th instant.

At the meeting of the Council held on the 22nd of last month, it was ruled that the motion to read in Council on that day a bill to amend the law relating to the emigration of laborers to the districts of Assam, Cachar and Sylhet, should be postponed for a fortnight, and the motion will consequently be renewed on Saturday, the 8th instant.

If it then be the pleasure and determination of the Council to permit the introduction of the Bill, it will be the duty of the Chamber to place before the Special Committee of the Council, to whom the Bill may be referred, such observations as may be considered pertinent to its several provisions.

But the object of this communication is to submit to the Council that, in the judgment of the Chamber, the necessity for fresh legislation as respects the relations between employers and their laborers appears to be scarcely justified by any reasons which have yet been pronounced on the subject. Those relations have been well established after several years' experience, are well understood, and it is a questionable

expediency to disturb them. The existing Act works with a fair degree of satisfaction to all concerned, and, although it may contain defects of no material moment, is preferable to an Act less imperfect as a statutory enactment, but involving a change in those relations which the employer and laborer are content to maintain as sufficient for their mutual interests.

It is stated by the Hon'ble Member in charge of the Bill that the Bill does not propose any material alterations in any part of the law, but provides only for the amendment of certain small defects; but the general tenor of the Bill and the remarks of His Honor the President leave little room for doubt that the proposed changes are not confined to mere amendment of unimportant defects.

Two special reasons have been mentioned to the Committee for the introduction of the new Act:—

1st. The indefinite position of the laborer whose original contract of service had expired, and who, in his continued employment thereafter, was subject to the same provisions of the law as are applicable to laborers under contracts still current. Great stress is laid on this point,—it is treated as an anomalous condition of things which requires to be rectified, and the difference between imported and quasi-local labor is urged as a sufficient ground for the introduction of a measure which shall relieve the latter from the stringent provisions of the law which are applicable to the former only.

The 2nd reason is based on the excessive mortality among coolies recruited by a class of contractors called "garden sirdars," whose selections cannot be sufficiently examined by the medical attendant, who sees the coolies

just at the time of starting, and has consequently no means of ascertaining whether they are free from any disease liable to result in epidemic among them.

On the 1st point, *viz.*, the status of the laborer who, after expiry of contract, is free to re-engage for service, the Committee of the Chamber concur that it is expedient to remove the restraints to which the existing Act renders him liable; but they submit that a simple order of Government, or notification that the provisions of the Act are applicable only to a laborer on his first contract, would be sufficient, without the necessity of putting into motion the machinery of legislation. There have been already so many Acts and amendments that both employer and employé have had their relations so often disturbed that it appears to the Committee of the Chamber not only undesirable but highly inexpedient to add the further disturbance of these relations, which will of necessity result from the passing of the contemplated Act.

The second objection to the existing Act, which was mentioned to the Committee, though no allusion to it was made in Council, can the Committee believe be still more easily removed by simple order. The Government have but to open a sort of central dépôt in Calcutta, or elsewhere, and order all garden sirdars' recruited emigrants to be lodged therein for a specified time before embarkation.

I am further to represent to the Council that these sirdars' recruited coolies are generally the most preferred by the planter. They are relatives or friends of the sirdars, who persuade them to emigrate without practis-

ing deceptions employed by the contractor's recruiter. The proposed Act is in its provisions so severe as regards the former that recruiting by this means will be much restricted. For instance, these sirdars are men entirely ignorant of legal forms, with which, on the other hand, the contractor's recruiter is familiar. Any irregularity on the part of the latter is punishable by fine, &c., to be borne by the recruiter himself and not by the contractor who employs him. Any irregularity on the part of the more ignorant, but more honest sirdar, is visited not on him personally, but on his employer, the planter, whose property may be summarily sold. It seems clear that the planter, rather than run this risk, will resort to the agency of these contractors and discontinue recruiting by his own men.

The provisions in the proposed Act as to transport are likewise so stringent as to make it clear that steamer proprietors will decline to convey emigrants at any price. Transport by native boats is not only attended with danger to health and life, but is also in many months impossible. The effect of the proposed Act will, therefore, be to reduce emigration greatly, if not to check it altogether, and throw the properties in the Tea districts into difficulties of the gravest character.

/ Octroi Duties.

It will be in the remembrance of members that the statement of our former President as to the octroi at Umritsur having become a "transit duty pure and simple" was denied by the Government. The following correspondence will

show that, notwithstanding the assertion of Government, the statement of the Hon'ble Mr. Bullen Smith was in exact accordance with fact, and the Lieutenant-Governor of the Punjab acknowledges that it is fairly "matter for consideration whether octroi duties should not be prohibited altogether, as the temptation to tax through traffic is almost stronger than municipalities can resist." The Committee have taken up the subject and shown the injurious effect on the trade of Bhowani which used to be one of the most flourishing towns in the North-west, but is now almost deserted; and they have just heard that steps have been taken to remove their objections and to release cotton manufactures passing through these two large depôts from the operation of the municipal tax.

From Government of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Calcutta, 26th December 1872.

In continuation of this office letter No. 23, dated 29th September 1871, I am directed to forward, for the information of the Chamber,

* Paragraphs 15 to 23 of letter from Government of the Punjab, No. 1048, dated 24th July 1872.
 Letter No. 1727, dated 13th October 1871, with enclosure.
 Letter from Chief Commissioner, Central Provinces, No. 1117, dated 28th November 1871.
 Letter from Chief Commissioner of Oudh, No. 2249, dated 22nd November 1872.
 copy of communications* from the Government of the Punjab and the Chief Commissioners of the Central Provinces

and Oudh, and to remark that if not conclusive in all respects they yet show that the authorities are alive to the great danger of allowing octroi to degenerate into transit duties. The whole subject of Municipal taxation is, however, now before the Government of India, by whom special regard will be had to this most important branch of the question.

Extract paras. 15 to 23 of letter from Government of the Punjab, No. 1048, dated 24th July 1872.

15. The income realised was derived from the following sources:—

Octroi	...	...	...	...	12,32,290
Duty on manufactures	...	...	...	...	30,879
Local taxes	...	...	...	...	49,786
Choukidari	...	...	...	...	675
House-tax	...	...	...	...	45,924
Cesses on artisans	...	...	...	...	9,172
Revenue from jagir or assigned lands	...	...	...	...	31,469
Revenue from nazul buildings and lands	...	...	...	...	21,566
Special assessment of sites and compounds	...	...	...	...	10,796
Other sources	...	...	...	...	94,793
Total	...	...	...	...	15,30,350

16. It is thus seen that four-fifths of municipal income is derived from octroi duties. The nature of this tax and the manner of its imposition are important in the extreme, and the Government of India has instituted many enquiries with the object of discovering whether these duties were truly octroi, levied alone upon articles

consumed within the several towns, or whether they partook of the nature of transit duties.

17. The rules now in force for the levy of octroi duties are given in the annexed circular, together with those directions which have been from time to time issued by the Government to ensure the rules being strictly observed, especially in the primary matter of the exemption of goods in transit.

18. The following table gives the total amount of octroi as compared with the import, external and internal, levied in the chief towns of the province where trade statistics are collected :—

STATIONS.	Imports external and internal.		Octroi.	Percentage of Octroi on imports.
	Lakhs.	Rs.		
Delhi	90	1,26,500	1.4	
Rovari	18	15,940	.88	
Bissar	16	3,746	.23	
Bhironi	109	52,583	.43	
Amballah	48	13,100	.27	
Ludiana	20	21,600	1.23	
Simla	5	.....	.....
Jalandhar	17	21,827	1.28	
Kangra	10	1,700	.17	
Amritsar	135	1,83,500	.99	
Lahore	36	79,939	2.22	
Ferozpur	18	46,340	2.55	
Rawalpindi	18	32,000	1.77	
Jhelam	11	7,464	.47	
Pind Dadan Khan	11	17,471	1.59	
Gujrat	13	3,734	2.13	
Multan	166	42,311	.25	
Thang	4	10,845	2.20	
Dera Ismail Khan	20	19,032	.95	
Peshawar	48	61,892	1.27	

19. The percentage of octroi on imports is thus seen to vary most considerably. The variations in the incidence of the tax are shown even more striking in the following table, which gives the rate per head of population of octroi duties in certain Municipalities where the rate has been highest, with the percentage of agricultural to non-agricultural inhabitants :—

Towns.	No. of Agricultural population.	No. of non-Agricultural population.	Percentage of Agricultural population about	Rate per head of population.
Delhi	3,308	1,51,209	2	1 4 0
Ferozpur (Gurgaon District)	1,383	7,773	18	1 0 9
Bissar	4,315	9,815	45	1 9 11
Bithwani	2,692	20,592	9	1 10 1
Sirsa	130	10,870	1	2 0 7
Fazilka	163	3,254	5	4 10 10
Simla	387	6,530	6	5 13 0
Sultanpur	126	628	21	1 4 8
Amritsar	3,477	1,30,448	3	1 3 6
Daranga	872	1,347	69	0 6 0
Lahore	3,908	1,10,423	3	1 5 7
Ferozpur	2,898	17,694	16	2 4 0
Maklu (Ferozpur District)	101	400	48	2 1 9
Rawalpindi	1,000	17,228	11	1 12 2
Jhelam	158	4,990	3	1 9 1
Pind Dadan Khan	583	12,756	5	1 5 4
Shahwal (Shahpur District)	225	5,565	4	1 4 4
Shahpur	35	1,746	14	4 12 2
Dera Ghazi Khan	Not shown	.....	.....	1 1 3
Edwardesabad	2,009	3,185	63	1 3 7
Peshawar	3,420	55,135	6	2 2 1

20. The results as shown by these figures do not appear to the Lieutenant-Governor, to be altogether satisfactory. Octroi duties, being levied on imports, might naturally be expected to vary proportionately

with the amount of such imports, but this a comparison of the present figures shows not to be at all invariable. Many towns have exhibited a striking decrease in the amount of their trade, without a proportionate decrease in the octroi collections.

21. The Lieutenant-Governor thinks it not impossible that the great recorded decrease in the trade of Delhi, and the large increase in the trade of Multan, may be satisfactorily explained by the completion of the Multan and Delhi through line; but many of the variations appear so extraordinary that the Lieutenant-Governor has called for a further report regarding them, and until its receipt it is unadvisable to draw any positive conclusions from the present figures, which certainly seem to show that, in some cases, the rules for the exemption of through traffic are not sufficiently regarded. This appears specially the case with the towns of Shāhpur, Jhelam, and Fāzilkā, while the percentage of Octroi collections at Lahore, Ferozpur, Gujrat, and Jhang is higher than it should be. The Commissioners of the Rawalpindi and Hissar Divisions were addressed by the Lieutenant-Governor in March last, and directed to issue stringent orders for the observance of the exemption rules; while in the case of a town like Fāzilkā, with a small population and almost entirely subsisting by means of its through trade, the Lieutenant-Governor thought it a matter for consideration whether Octroi duties should not be prohibited altogether, as the temptation to tax through traffic was almost stronger than the Municipality could resist.

22. In order to ensure that the Octroi duties shall not

take the form of transit duties, it has been ordered that proper accommodation shall be provided for the storing in warehouses, or otherwise, of articles in transit liable to duty, but not intended for use or consumption within the limits of the municipality. The opinion of the Financial Commissioner recorded in January last was that the system was not demanded or appreciated by the people and was entirely new to them, and that to render it popular it was necessary to remove certain drawbacks which were now generally complained of. First of them was the failure on the part of Municipal Committees to guarantee the goods deposited against damage and theft, for the depositors of goods could not keep servants to guard their property in the bonded warehouses without incurring considerable expense.

23. In March of the present year the Lieutenant-Governor, while at Amritsar, appointed a Committee composed of Financial Commissioner, the Agent of the Bank of Bengal, and two native gentlemen, to enquire into the working of the bonded warehouse system.

24. From their report it appeared that early in 1871 six court-yards with warehouses attached were hired by the Amritsar Municipality, the situation of each being selected with special reference to the convenience of merchants.

25. The traders, however, refused to take their goods to these warehouses, and the Octroi contractor refusing to let them pass into the city without payment of the authorized fees, some inconvenience was for some time experienced, until the contractor and the merchants

came to a private arrangement, which has since worked without any complaint on one side or the other. The arrangement made was as follows:—Under the conditions of the schedule attached to the Octroi lease, the contractor had power to levy Octroi at certain rates, instead of collecting at these rates, a computation was made by the chief dealers of the city in conjunction with the Octroi farmer, and another and lower rate was fixed for the principal articles of through trade, and this was paid on all taxable articles which entered the city, whether in transit or for local consumption. This system it is reported has given complete satisfaction to the merchants, who have entered into a similar arrangement for the present financial year.

26. The objection to the bonded warehouse system alleged on the part of the Amritsar merchants was chiefly the publicity given to their affairs, as with a bonded warehouse, the amount of their business and the nature of their dealings became generally known. The second objection was that it was not the custom to sell unbroken bales of goods; while it is asserted that for broken bales to be in any place not in their own custody was to court certain loss.

27. It is advantageous and important that the arrangements approved by the mercantile classes as the best way of meeting the difficulty occasioned by their own refusal should be known and examined.

28. All the first class Municipalities of the plains, with the exception of Delhi, farm their Octroi duties, and there is considerable diversity of opinion as to the ad-

vantages of farming or direct management. The difficulty of arrangement is the objection to the latter system, while the want of control over the contractor and possible oppression is the objection to the former. The Lieutenant-Governor is disposed to think that direct management is preferable wherever feasible. It should certainly be more economical, and the experiment at Delhi of the Municipality collecting their own duties is understood to be working successfully.

29. Municipal Committees have been enjoined to so arrange their system of taxation as to allow necessities of life to escape as lightly as possible, taxing more heavily luxuries, such as tobacco.

30. The rate on grain varies from one per cent to four per cent *ad valorem*, or from two pie to eight pie per maund. The heaviest rates are levied in the Rohilk, Gurdáspur, Gujrat and Sháhpur Districts. In Lahore, Ferozpur, and Rawalpindi a duty on loads is preferred, rising from three pie per coolie load upwards.

31. The practice of levying Octroi on grain by an *ad valorem* rate is objectionable; and in paragraph 18 of the circular annexed it was pointed out that under the system the tax increases in pressure in proportion as the price of food rises; where it should be relaxed in time of scarcity; and thus that it was preferable to levy the tax on actual quantities or to fix an average rate for the purposes of the Octroi duty.

32. The Octroi levied on animals intended for slaughter is usually *ad valorem*, although the tax could be more readily realized were it levied per head of cattle.

33. On Classes III, IV, V, VI of the Government of India list, namely, articles used for fuel, lighting, washing, or in the construction of buildings, drugs, gums, spices, perfumes, and tobacco, the duty is invariably *ad valorem*, although in the case of some articles there is an obvious convenience to the public in levying the tax by loads. This has been pointed out to Municipalities, and a change in the practice will gradually be effected. The system of taxation by load is always preferable for such articles as grain, building materials, &c., whose quality in a load is uniform, and where the adoption of the system cannot encourage fraud.

From Government, Punjab and its Dependencies, to Government of India, Department of Agriculture, Revenue and Commerce.

Lahore, 13th October 1871.

With your letter No. 16, dated 29th August last, you forwarded copy of a letter from the Bengal Chamber of Commerce complaining that the octroi duties in the Upper Provinces assume the form of transit duties; and you conveyed the request of the Government of India that, after careful enquiry, a report should be submitted on the subject, adding that it was the intention of Government that the municipalities which levied these imposts should take every precaution against their acting as transit duties.

2. The Hon'ble the Lieutenant-Governor has accordingly issued instructions for the necessary enquiries to be made, and the result will be reported when the general

report on the working of municipal committees in the Punjab, during 1870-71, now under preparation, is submitted by the Financial Commissioner.

3. His Honor's attention had, however, been attracted, previous to the receipt of your letter under reference, by a paragraph at page 6 of the Report of the Committee of the Bengal Chamber of Commerce for the half-year ending 30th April 1871, wherein it is stated, amongst other things, that the Committee had "lately heard, on unquestionable authority, that at the important city of Amritsar the octroi is really a transit duty, pure and simple;" and the Financial Commissioner was requested to report specially on the matter. This he has now done in his letter No. 782, dated 2nd instant,—a copy of which is herewith enclosed for the information of Government of India, from which it will be seen that for the city of Amritsar there are no less than seven bonded warehouses in different localities, and that there is consequently ample provision, maintained at considerable expense, for receiving goods in transit, but that the institution being new to traders, they have not all yet fallen into the system of bonding their goods. In His Honor's opinion sufficient precaution is taken by the Amritsar Municipality to prevent the octroi operating as a transit duty.

From Financial Commissioner, Punjab, to the Government, Punjab.

The 2nd October 1871.

Octroi duties in Municipalities,—In reply to your No.

1243, dated 11th July last,—forwarding, for the Financial Commissioner's information, an extract from the Proceedings of the Bengal Chamber of Commerce, dated 31st May last, representing that the octroi duties in certain towns were being worked in such a way as to have all the effect of a transit duty,—I am directed to intimate that, on receipt of this communication, the Financial Commissioner caused enquiries to be made at Amritsar regarding the provision which had been made for receiving goods in transit or intended for re-export into bond.

2. The subject of providing bonded warehouses has occupied the Financial Commissioner's attention for a considerable time, as it appears the best way of protecting goods from repeated charges; and the Municipal Committee of Amritsar were especially enjoined to appoint places where goods could be received in bond and protected from duty. The reply which has now been received from the Commissioner, Amritsar Division, on this subject, No. 92, dated 13th current,—a copy of which, and of its annexure, is herewith annexed,—shows that ample provision, at a considerable expense, has been made for receiving goods in transit in the Amritsar Municipality, and the information which the Bengal Chamber of Commerce has received is an erroneous representation of the state of things which now exists.

3. Warehouses have been provided, but the institution is a new one, due to ideas borrowed from English practice rather than from any expression of a desire to have them on the part of the native community. It is not surprising, therefore, that the traders do not at once fall into

the system of bonding their goods; but the fact of their not adopting our system should not, the Financial Commissioner observes, be alleged as a fault of the octroi arrangements, but it should lead the objectors to examine whether their own theories on the subject of the effect of octroi on trade are so correct as they imagine.

Copy of a docket No. 92, dated 13th September 1871.

From Commissioner and Superintendent, Amritsar Division, to Financial Commissioner, Punjab.

In reply to his No. 5383, dated 25th ultimo, forwards copy of Deputy Commissioner's No. 105, dated the 8th instant, which furnishes all the information asked for. The arrangements in force for exempting goods in transit from payment of the octroi tax appear effective.

Copy of a docket No. 105, dated 8th September 1871.

From Deputy Commissioner, Amritsar Division, to the Commissioner and Superintendent, Amritsar Division.

With reference to his No. 198, dated 30th August, with copy of a letter No. 5383, dated 25th August, from Secretary to Financial Commissioner, submits further resolutions by the Municipal Committee on the subject of bonded warehouses, which show what measures were taken in pursuance of the resolutions of February last.

2. Seven bonded warehouses are kept up in different localities.

3. The Dehli rate of charges for goods in bond is in force.

4. The rule obtaining is that any person is at liberty to keep his goods in bond, which are then exempted from octroi, unless a package is opened and its contents offered for sale, when they become liable to octroi. Goods in transit or imported and kept in bond for re-export are not taxed.

*From the Chief Commissioner, Central Provinces,
to the Govt. of India, Department of Agriculture,
Revenue and Commerce.*

The 28th November 1871.

I am directed to reply to your letter No. 18, dated 29th August, requesting to be informed whether the Octroi duties levied in Municipal towns in the Central Provinces are in danger of assuming the form of transit duties and as such necessarily hindering trade.

2. I am to inform you that, from what the Officiating Chief Commissioner has learnt regarding the Municipalities in these Provinces, the Octroi duties do not assume the objectionable form of transit dues.

3. There are bonded warehouses set apart in the towns and provision is made in the Octroi rules for drawbacks and refunds. No complaints on the subject have been made to the Officiating Chief Commissioner. A report similar to this was made in this office letter No. 2051-145, dated 30th July 1870, to the Secretary to the Government, Home Department.

4. The case cited by the Calcutta Chamber of Commerce does not appear to the Officiating Chief Commissioner to be a very gross one. When goods pay Octroi duty only once, there cannot be very just cause of complaint. No town, where a whole bale of piece goods could not sell, is likely to be a Municipality, and in such a case as that adduced by the Chamber of Commerce, it may be taken for granted that the portions of a bale are sold in the immediate neighbourhood of the town and would never be subject to any subsequent Octroi payment. In the Central Provinces all hardship is obviated as will be quite apparent from the following Extract from the Bye-laws of the Jabalpur Municipality:

"* * Portions of a consignment may be cleared from the bonded warehouse by paying duty thereon without rendering the remainder of the consignment liable to duty until such remainder leaves the bonded warehouse for sale or consumption within Octroi limits," and these Bye-laws have been accepted as a model by the other Municipalities.

In these Provinces the number of Municipal towns has been considerably reduced within the last two years, and those only in which a fair amount of revenue for Municipal purposes can be raised are allowed to levy Octroi dues.

5. The Officiating Chief Commissioner is alive to the importance of keeping these Municipal dues from becoming a hindrance to the trade of the country and would take immediate measures to counteract any

tendency in that direction that might exhibit itself, but at present he does not consider that there is any necessity for action.

From the Chief Commissioner, Oudh, to Government of India, Department of Agriculture, Revenue and Commerce.

Lucknow, 22nd November 1872.

With reference to your reminder No. 153, dated 13th instant, calling for the early submission of the report regarding Octroi duties assuming the form of transit duties, I am directed to refer you to this office letter No. 4278, dated 30th September last, reporting on the working of the Municipalities in Oudh. From this report it will be seen that every precaution is taken to prevent Octroi being levied on goods in transit, and that the practices complained of by the Chamber of Commerce would seem to have no existence in this Province.

From Chamber of Commerce to Government of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 24th February 1873.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 170 of 26th December forwarding communications from the Government of the Punjab and from the Chief Com-

missioners of the Central Provinces and of Oude on the subject of Octroi duties.

The Committee note with satisfaction that in the province of Oude the practice complained of by the Chamber seems to have no existence, and that in the Central Provinces the octroi duties do not assume the objectionable form of transit dues.

But the report from the Government of the Punjab invites further discussion of the subject.

In the letter No. 1048, dated 24th July 1872, there are evidences of apprehension on the part of the Lieutenant-Governor that the Chamber's general imputation cannot be fairly disproved; indeed there are admissions sufficiently explicit to justify it. In the 21st para. the Lieutenant-Governor, commenting on the variations in the incidence of octroi duties compared with the traffic of the places where they are levied, expresses his belief that "in some cases the rules for the exemption of *through traffic are not sufficiently regarded*. This appears specially the case with the towns of Shahpūr, Jhelum and Fāzilkā; while the percentage of octroi collections at Lahore, Ferozepore, Gūjrat and Jhang is higher than it should be. The Commissioners of the Rawalpindi and Bissar Divisions were directed to issue stringent orders for the observance of the exemption rules; while in the case of a town like Fāzilkā with a small population and almost entirely subsisting by means of its through trade the Lieutenant-Governor thought it a matter for consideration whether octroi duties should not be prohibited altogether, *as the temptation to tax*

through traffic was almost stronger than the Municipality could resist."

The 25th paragraph records the official recognition of an arrangement entered into between the octroi contractor and the chief native dealers at Umritsur by which a rate was fixed for the principal articles of through trade and applied to all taxable articles entering the city *whether in transit or for local consumption.*

Whatever may have been the circumstances leading to such a modified arrangement and whether the system works satisfactorily or not, the Chamber's contention that the octroi has been converted into a transit duty, pure and simple, is thus broadly acknowledged: and the practical result is that, as the town consumption is not more than 10 per cent of the imports within the city walls, 90 per cent of the octroi on imports is raised from goods simply *passing through* and consumed elsewhere; or in other words 90 per cent of the octroi is "a transit duty—pure and simple."

The Committee have information relative to the effect of the octroi on the trade of Bhowani which they believe to be perfectly trustworthy, and they submit the following remarks regarding it. Seven or eight years ago octroi was unknown in that place, which used to be one of the largest depôts for Manchester goods en route to the Punjab on the north, or to Jeypore on the south; but though the traffic has been largely diverted and supplies to those districts are furnished by rail to the former and from Agra to the latter, still the town of Bhowani has suffered materially from the oppressive nature of

the octroi and mode of collecting it. The rule now is, as the Committee are informed, to open every bale, case, bundle, and even parcel, and the annoyance and trouble to merchants are consequently very great and complaints are constant. Common articles of domestic use—spices for instance—used to be admitted at a rate per load, say 1 rupee per camel load of 6 to 8 maunds; but the tariff has been altered to an *ad valorem* charge of Rs. 3-2 per cent, a mode of collection open to serious objection and giving rise to real oppression.

The Committee gladly learn from your letter that the whole subject of Municipal taxation is before the Government of India, and that this important branch of the subject will be specially considered.

*From Govt. of India, Department of Agriculture,
Revenue and Commerce, to Chamber of Commerce.*

Calcutta, 5th March 1873.

I am directed to acknowledge the receipt of your letter of the 24th ultimo, and in reply to forward, for the information of the Chamber, copy of a letter this day addressed to the Government of the Punjab in regard to the levy of octroi duties in that province.

*From Govt. of India, Department of Agriculture,
Revenue and Commerce, to Govt. of the Punjab.*

Calcutta, 5th March 1873.

With reference to paragraphs 15 to 33 of your letter

No. 1048, dated 24th July 1872, regarding the levy of octroi duties in the Punjab, I am directed to forward, for the information of His Honor the Lieutenant-Governor, copy of a letter from the Bengal Chamber of Commerce, dated 24th ultimo, and to request that under the orders of His Honor the Lieutenant-Governor steps may be taken by a revision of the rules in the Municipalities named to remove the objections of the Chamber which appear to the Government of India to be not without foundation.

From Govt. of India to Chamber of Commerce.

Simla, 15th May 1873.

In continuation of this office letter No. 25 of the 5th March last, I am directed to forward herewith, for the information of the Chamber, copy of a communication (and its enclosures) from the Government of the Punjab, No. 557, dated the 12th ultimo, regarding the levy of Octroi duties by the Municipalities of Umritsur and Bhowani.

From Government, Punjab, to Government of India.

Lahore, 12th April 1873.

With reference to your letter No. 24, dated the 5th ultimo, forwarding copy of a letter from the Bengal Chamber of Commerce on the subject of the levy of Octroi duties in this Province, with special reference to those levied by the Municipalities of Umritsur and Bhowani, I am directed to submit, for the information of the Government of India, copies of letters addressed to the Commissioners

of Umritsur and Hissar in regard to the remarks made by the Chamber of Commerce.

2. I am to add that the subject of the levy of Octroi duties in the Punjab is receiving the Lieutenant-Governor's close attention, and that the Government of India may rely upon His Honor using his best endeavours to prevent the collection of such duties being oppressive or injurious to trade.

Copy of letter No. 555, dated 12th April 1873, from J. H. Thornton, Esq., Secretary to Government, Punjab, to Major-General R. G. Taylor, C. B., C. S. I., Commissioner and Superintendent, Umritsur Division.

I am directed to forward the accompanying extract of a letter addressed by the Bengal Chamber of Commerce to the Government of India regarding the levy of transit duties on goods passing through the city of Umritsur. The Lieutenant-Governor desires that you will take immediate measures for securing the exemption from duty of goods passing through Umritsur as the arrangements in force, though satisfactory to the merchants of the city, are doubtless open to the objection which has been pointed out by the Chamber of Commerce.

2. I am to request that you will report the measures taken to give effect to His Honor's wishes in this matter.

Copy of No. 556, dated 12th April 1873, from J. H. Thornton, Esq., Secretary to Government, Punjab, to Lieutenant-Colonel C. A. MacMahon, Officiating Commissioner and Superintendent, Hissar Division.

I am directed to forward the accompanying extract of

a letter addressed by the Bengal Chamber of Commerce to the Government of India regarding the octroi levied in the town of Bhowani, and to request that you will take immediate measures for remedying, as far as possible, the objectionable arrangements which are referred to by the Chamber as at present in force. The result of the action taken by you in this matter should be reported to this office for His Honor's information.

From Government of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Simla, 19th May 1873.

In continuation of this office No. 39 of the 15th instant, I am directed to forward herewith, for the information of the Chamber, copy of a further communication (and its enclosure) from the Government of the Punjab, No. 710 of 12th idem, regarding the levy of transit duties on goods passing through the city of Amritsar.

From Government, Punjab, to Secretary to Government of India, Department of Agriculture, Revenue and Commerce.

Lahore, 12th May 1873.

In continuation of my letter No. 557, dated the 12th ultimo, I am desired to forward, for the information of the Government of India, copy of letter No. 771, dated the 22nd idem, from the Commissioner of Amritsar, with enclosure, describing the measures adopted by the Municipal

Committee of Amritsar to remedy the evil attending the levy of transit duties on goods passing through that city.

Copy of a letter No. 771, dated 22nd April 1873, from Major-General R. G. Taylor, C. B., C. S. I., Commissioner and Superintendent, Amritsar Division, to J. H. Thornton, Esq., D. C. L., Secretary to Government, Punjab.

In reply to your No. 555, dated 12th instant, forwarding extract of a letter addressed by the Bengal Chamber of Commerce to the Government of India, regarding the levy of transit duties on goods passing through the city of Amritsar, I have the honor to annex extract paras. 5 and 6 of a letter No. 2, dated 4th February last, from the Secretary to the Municipal Committee, Amritsar, to my address, in which the arrangements adopted by the Committee to give full effect to the orders of Government regarding drawbacks are described.

2. The result of the new arrangements is a loss of Rs. 47,000 to the Committee, the octroi contract for the present year having sold for Rs. 1,63,000 only, as compared with 2,10,000 in 1872-73.

Extract paras. 5 and 6, from a letter No. 2, dated 4th February 1873, from Francis Halsey, Esq., Secretary, Municipal Committee, Amritsar, to Major-General R. G. Taylor, C. B., C. S. I., Commissioner and Superintendent, Amritsar Division.

5. The Committee regret that hitherto they have been unable to cope satisfactorily with the question of draw-

backs on goods exported from the city, but they believe that the arrangements which they have now made will effectually secure the end desired by Government. Bonded warehouses have been kept up ever since the orders of Government on the subject were first issued, but in no single instance have the traders availed themselves of them. Instead, they have entered into an agreement with the octroi contractor to pay a less rate than the authorized one, and abandoned all claims to drawback on their goods being exported. This arrangement has acted well, but the Committee have never been able to conceal that it does not come up to the intention of Government, and that articles "in transitu" are taxed although at a low rate. They have consequently determined to adopt the following plan :—

For all octroi purposes the city wall will be the boundary of the Municipality. All goods subject to duty on going within that boundary will be taxed in full, and all goods passing out of the city will receive in the same way the full drawback, but no drawback less than one rupee will be recognised. The city in this way will become its own bonded warehouse.

6. The Committee believe in adopting the above plan they are sacrificing considerable revenue, but they think that no other arrangement will meet the question better.

7. The Committee trust that sanction of the octroi schedule may be received at an early date, as it is impossible for them to complete their arrangements for next year until it is returned.

Government estimate of the Cotton Crop of the North-Western Provinces for 1872-73.

The Committee received an elaborate statement from the Board of Revenue, North-western Provinces, of the probable outturn of the cotton crop for the year 1872-73 in those provinces. This statement was made up from reports of different Commissioners, while the crop was yet on the ground, and were therefore only to be taken as estimates, liable to alterations according to subsequent weather or other contingencies. Even allowing for this, however, the Committee, looking only to the internal evidence afforded by the statement itself, were unable to reconcile the results with the expressed anticipation, and it was evident, therefore that the figures had not been made up with sufficient care or perhaps knowledge, and that they were likely to be misleading. This became still more evident when the figures were tested by actual receipts by rail and exports through the Custom House. The deficiency was so great that the Committee felt themselves bound to bring to the notice of the Governments both of the North-western Provinces and of India in the Department of Agriculture the absolute necessity of greater accuracy in official returns. It will be seen from the correspondence that some of the Committee's statements had already been antici-

pated by the Government, who had called the attention of the Board to the errors in question. Referring to the remarks of the Government of the North-western Provinces that the figures represent only the outturn of those particular provinces, excluding all other cotton producing districts, they have asked to be supplied in future with returns for the entire cotton crop, wherever grown, and this the Government have promised to supply. We may therefore expect in future not only fuller but at the same time also more accurate statements and estimates of the crop likely to be brought to market.

From Board of Revenue, N. W. Provinces, to Government of the N. W. Provinces.

Allahabad, 17th January 1873.

I am desired by the Board of Revenue to submit, for the information of the Hon'ble the Lieutenant-Governor, a statement of the area and estimated outturn of the Cotton Crop in the districts of the North-west Provinces for the year 1872-73, as compared with 1871-72.

2nd.—The following abstract shows that the estimated yield this year is 12,20,266 maunds, against an estimated outturn of 8,18,846 maunds last year, and an actual crop that year of 8,22,253 maunds, that is the anticipated yield this year, is maunds 3,98,011, or lbs. 3,18,40,880, in excess of the actuals of last year.

DIVISIONS.	AREA AND OUTTURN IN MAUNDS OF 40 SHEEPS OR 50 LBS.					
	1871-72.					
	The Area and Estimated Outturn during 1871-72.		The Actual Area and Outturn as shown in the report of 19th April 1872, No. 283.		The Area and Estimated Outturn.	
	Acres.	Maunds.	Acres.	Maunds.	Acres.	Maunds.
Meerut ...	2,26,720	2,27,425	2,24,061	2,61,088	2,76,207	3,49,215
Kumaon ...	2,618	1,502	2,548	1,605	3,598	2,198
Rohilcund ...	1,33,116	80,210	1,23,437	81,725	1,61,702	97,129
Agra ...	2,85,013	2,03,755	2,95,676	2,63,159	4,23,227	5,87,210
Jhansi ...	22,072	18,642	46,064	16,719	78,532	48,095
Allahabad ...	2,45,615	1,00,931	2,55,722	69,961	2,77,530	1,28,086
Benares ...	15,257	7,598	18,027	7,110	21,650	8,323
Total ...	10,61,622	8,18,846	10,77,368	8,22,255	12,27,276	12,20,266

3rd.—The area under cultivation has increased by 1.7th as compared with the actuals of last year. The cause of this increase is not given, but is no doubt partly attributable to the rains having set in earlier than usual.

4th.—In the Meerut, and in parts of the Rohilcund, Allahabad and Jhansi Divisions, the crop is reported to be good, and in the Agra Division it promises to be a remarkably fine one. In the Benares and Kumaon Divisions, where very little Cotton is grown, the outturn will, in all probability, be in excess of what it was last year. On the whole the general aspect of the crop is said to be promising, although, the season has not

been a favorable one. The rains have been incessant and, to some extent, detrimental to weeding operations, and in the Allypuri District, and probably in the Boondshuhur District also, some damage has been done to the crops by locusts.

5th.—Beside the ordinary statement, two tables accompany this report. The first shewing price currents in lbs. in each district, for each month and for the average of the year: the districts being ranged in order of cheapness. The second shewing the percentage of area estimated as under cotton to the total cultivated area of each district.

6th.—In the second statement the cultivated area is taken from the last Settlement Reports where available: otherwise from the area given in the produce and out-turn tables of 1869-70.

7th.—Prices range from an average of 6 lbs. and 7 ozs., in Etawah to 3-6 in Jounpore, but the different months in which prices in the several districts were respectively at their highest and lowest differ curiously. * * *

8th.—It would not be expected that Furrackabad, which is comparatively close to the Cotton growing districts, should come so low in the list, though the area under Cotton is shewn as less than 4 per cent. of the cultivated area. The entry for Benares, with a uniform price all through the year, is obviously erroneous, and cannot have been checked by the Collector. In Etawah and Agra the price is least at the time of the

year when in other districts it is highest, and rises steadily as the new crop ripens and is gathered. Here too must be error, Muttra and Gurhwal have sent no returns.

9th.—In the 2nd Statement there is not much to remark. In the order of importance the first 12 districts fall as follows:—

	Percentage.
Muttra	17.19
Agra	16.28
Etawah	12.01
Allypuri	9.52
Banda	9.37
Jaloun	8.83
Cawnpore	8.64
Etah	7.54
Humeerpore	7.26
Bijnour	7.09
Meerut	6.84
Moradabad	6.72

10th.—In the 2nd, 3rd and 4th districts the easy prices correspond with the large local growth. Similarly in the Goruckpore Division, where scarcely any cotton is grown, we find proportionately high prices.

11th.—I am to add that the points referred to in

1. Difference in fibre and in other respects between the "Manwa" Cotton and the Common North-west Cotton.
 2. Discrepancies between the produce rate in different Districts.
- paras 4, 5 and 8 of Government Order No. 738A., dated 21st May last, marginally noted, will be disposed of separately, and that the Board's report will be submitted through the Commissioner.

12th.—A copy of this letter has been sent direct to the Chamber of Commerce.

From Chamber of Commerce to Govt. of the North-Western Provinces, Allahabad.

Calcutta, 10th February 1873.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of copy of letter No. 57 of 17th ultimo, from the Secretary to the Board of Revenue to your address, regarding the probable outturn of the cotton crop for the year 1872-73.

The Committee are greatly obliged for the Board's report and the several statements which accompany it, and request you will do them the favor of expressing their thanks to His Honor the Lieutenant-Governor for these papers.

The Committee notice with satisfaction that the outturn for 1872-73 is in the opinion of the Board likely to largely exceed the estimates and actuals for 1871-72, viz., 1,220,266 maunds against 818,846 and 822,255 respectively, and they trust the estimate will be confirmed hereafter.

They direct me however to say that among native merchants the general opinion is that the crop will not reach the Board's estimate; that it will probably be a deficient and not an excessive one: some go the length of placing it on a par with that of 1871-72, but none make an increase.

In confirmation of their view they point to the small receipts up to date in the large marts as compared with the quantity received last year: and they assert that there is no storing in the districts of consumption. The lateness of the season may in some measure account for this, but the dealers assign another reason for the discrepancy between their own estimates and that at which the Board have arrived. They say there are during the season three flushes of pods or flowerings or at least three pickings; that the first flush or picking this year was a very large one and the cotton of good quality, but that the second was very deficient and poor, and the third an entire failure,—the falling off in these two being due to unpropitious weather and the attacks of insects. They suggest that the Government estimates were made at about the time of the first picking or immediately previous, and that no allowance has been made for the failure of the subsequent pickings.

These are material and important statements; and the Committee submit them for the special consideration of the Lieutenant-Governor because if they are substantially correct, the Board will probably deem it necessary to review their conclusions and amend their estimate.

The Committee would also draw attention to some apparent discrepancies in the Board's statement. For instance the outturn per acre last year in the *Bareilly* District was 20 seers 6 chittacks, and though the prospects this year are reported to be "not good" the estimated yield for 1872-73 is 25 seers 15 chittacks or an increase of 25 per cent. Again in *Banda*—one of the largest producing districts—the crop is reported as "decidedly

below the average having been injured by excessive and continued rain;" yet the outturn is 19 seers 5 chittacks against 6 seers 15 chittacks. In 1871-72 the yield in that district was estimated at 16 seers 14 chittacks, and there must have been serious damage to have caused so poor and marked a result. This year, though a bad one, is estimated to yield a larger crop than last year before this damage took place.

I am also to draw attention to other figures in the statement which the Committee are unable to reconcile with the exports of cotton from Calcutta.

The total crop of 1871-72 according to Board's figures,	
was	... 822,255 maunds,
	or 65,780,400 lbs.

or 219,268 bales,

which represents upwards of 50 per cent. less than the exports from Calcutta ... 378,996 bales;

a portion of the excess of exports may have consisted of old cotton, but the Committee scarcely think the entire excess can be so accounted for.

Another point which strikes the Committee as involving an error of great magnitude is this;—the Board allow for home consumption at a rate which the Committee do not consider excessive, viz., 2lb. per head of a population of 29,005,773. If therefore from the crop of 1871-72 822,255 maunds or ... lbs. 65,780,400

the consumption of 2lb. per head is de-	
ducted	... 59,211,546

there remained for export only	... lbs. 6,568,854
--------------------------------	--------------------

or bales 21,896,

which compared with the declared exports from Calcutta of 378,996 bales exhibits a result which must obviously be not only inaccurate, but totally worthless for statistics.

So with the estimated outturn of cotton and the quantity requisite for consumption for the year 1872-73, as per table No. 4; if from the former 97,621,280 lbs. be deducted for consumption ... 59,211,546 lbs.

there remains for export only	... 38,409,734 lbs.
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or 128,032 bales

or about $\frac{1}{3}$ rd the quantity actually brought to Calcutta by rail for the year ended 31st October last, exclusive of what may have arrived through other channels.

The Committee beg me further to state that in addition to the exports from Calcutta a large quantity of cotton finds its way from the North-west to Bombay, Scinde and Nepal, and there also is considerable consumption in Bengal. If sufficient allowance be made for all this, the discrepancy between the Board's figures and the actual amount of cotton consumed in and exported from this side of India will be greatly increased, and the Committee incline therefore to the belief that the returns now given do not include all the cotton

producing districts from which Calcutta is supplied. They request you will afford them further information if in your power.

From Govt. of the N. W. Provinces to Chamber of Commerce.

Allahabad, 4th March 1873.

I am directed to acknowledge receipt of your letter dated the 10th February 1873, in which you communicate the views of the Chamber of Commerce on the report of the Board of Revenue, N. W. Provinces, on the estimated outturn of the cotton crop in these provinces for the year 1872-73, and in reply to communicate the thanks of the Lieutenant-Governor to the Chamber for the pains with which the report has been reviewed, and for the independent information brought to bear on the facts of the case. A copy of your letter will be forwarded to the Board of Revenue for consideration.

2. I am to send for the perusal of the Chamber of Commerce a copy of the Government letter reviewing the Board's report which was in type when your letter was received. It will be observed that some of the questions raised in your letter are taken up in this review.

3. It is important to remember that the Board's report is based on a preliminary estimate made as early as October or November 1872, and it states expectations simply as they then existed, at a time when the crop was still liable to be affected by unseasonable

rain, storm, or frost. The real outturn can only be stated with approximate accuracy when the crop is nearly gathered. The Board will be asked to expedite their second report on the actual outturn.

4. The fact stated by the Chamber that the first picking was good, and promised much more and better staple than the subsequent results justified is quite consistent with the above remarks. I am however to add that, certainly in some parts of these provinces, His Honor is assured that the crop in its eventual outturn has been decidedly above the average.

5. In reference to the remarks of the Chamber on the quantities brought to and exported from Calcutta, I am to observe that it is quite possible that these statistics may vary from those of production in the N. W. Provinces. The area under cotton in this province constitutes but a portion of the cotton bearing land of Northern India, the surplus of which goes to Calcutta; and the crop may be good in other parts, e. g. in Rajpootana, when it is bad in the N. W. Provinces.

6. The attention of the Board will be called to the other points in your letter, and especially to the degree in which Bombay may have entered into the market in attracting the cotton of Bundelcund and Central India in that direction.

From Government, North-Western Provinces, to Board of Revenue, N. W. Provinces.

Allahabad, 26th February 1873.

I am directed to acknowledge the receipt of your

letter No. 37, dated the 17th January 1873, and enclosures, being the Board's report on the estimated outturn of the cotton crop in the North-Western Provinces for the year 1872-73.

2. It is not stated to what month the report refers, though it is supposed that the estimate is founded on district reports written in October or November. This information should always be given, as without it the bearing of the returns must be uncertain.

3. The main features of the report are the anticipation of an increase at once in area and in produce per acre.

4. The estimated area under cultivation is 1,220,266 acres against an actual cultivation in 1871-72 of 1,077,358 acres, showing an increase of 13·2 per cent. This estimate is probably, upon the whole, well founded, as the early rains caused a larger area than usual to be sown with cotton.

5. The grounds for the anticipation of increased produce per acre are not equally clear. The estimated outturn is 79lbs. per acre against 61lbs. in the previous year; but in several districts which contribute to this estimate, the report would have led Government to expect a different conclusion. In fact, in many cases the figures and the remarks look different ways: and while the Collector states that the crop is injured and the produce bad or below average, the statistics supplied are such as to show that the outturn will be greater than in the previous year. The likelihood of this is apparently

based on the assumption that the previous year's outturn was even worse and further below the average; but, if so, this should have been distinctly stated. The variations between some similar and similarly situated districts are so great as to attract attention. Boolundshuhur shows the high outturn of 1 maund 27 seers 2 chittacks per acre, while in the adjoining district of Allypore the outturn is only estimated at 39 seers 9 chittacks. In the Agra Division, the outturn in Etah is estimated at 2 maunds 7 seers 3 chittacks, and in Furruckabad at 1 maund 23 seers 4 chittacks; but in Mynpoorey the estimate falls to 32 seers 4 chittacks. Similar differences are to be found in other divisions. These differences may possibly be accounted for, in part, by different modes of cultivation as the sowing of cotton together with other crops; and in some districts, as Boolundshuhur, the crop may have been partially irrigated.

6. The crop occupies 5·13 of the cultivated area in the province. The Muttra District is highest, with 17·19 of its cultivated area under this crop, and the Azimgurh District the lowest, with '03.

7. A comparison with the monthly statements of prices-current published in the *Gazette* with those entered in the Board's report shows some startling variations. The difference is most marked in the Etawah District. In no one of the twelve months do the two sets of prices correspond, and the district which in the Board's statement stands cheapest, with an average of 6 lbs. 7 ounces for the rupee, according to the monthly statements falls to the thirteenth place, with an average of 4 lbs. 9 ounces. Etah takes the first place, with an

average of 5 lbs. 7 ounces; Furruckabad rises from the thirtieth to the twelfth place on the list, with the same average as Mynpoory, and adjoining districts shows generally a close correspondence in the prevailing prices. These figures are more in accord with the general results of the year, and I am to request that the Board will call for and submit explanations by the several Collectors, of the figures on which the Board's statements is founded. The more convenient mode of stating prices is probably the price per Government maund of 40 Government seers.

8. The further report promised by the Board on Munova cotton, and on the discrepant prices of districts, will be awaited, and the Lieutenant-Governor hopes that the Board will not overlook the remarks contained in paragraph 7 of my No. 738A, dated 21st May 1872, regarding the employment of a sound estimate of average consumption, coupled with knowledge as to the importing or exporting character of a district, to test the estimate of produce; and His Honor also looks for the early submission of the report on the actual outturn.

*From Chamber of Commerce to Government of
the North Western Provinces, Allahabad.*

Calcutta, 20th March 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 66 of the 1th instant.

They are greatly obliged to the Lieutenant-Governor

for the reply which His Honor has been pleased to give to their representation regarding the estimated outturn of the cotton crop in the North-Western Provinces for the year 1872-73, as well as for copy of the communication addressed to the Board of Revenue on the same subject.

When the Board's report on actual results has been submitted, the Committee will be glad to be favored with a copy of it; in the present stage of discussion they have estimates only, which are always open to adjustment, and as these were made early in the season they would be probably more or less disturbed by circumstances affecting the crop subsequent to the Board's preliminary inquiry and the conclusions then arrived at.

From the accompanying copy of letter to the Government of India, in the Department of Agriculture, Revenue and Commerce, it will be noticed that with the view of ascertaining the sources which supply the cotton received into Calcutta and of accounting for the discrepancy between the quantity brought down by rail and the estimated outturn from the North-Western Provinces, the Committee of the Chamber have requested to be furnished with returns of produce sent to this market from *all* exporting districts, as partial statistics are obviously insufficient to enable the Chamber to form a fairly correct judgment on the important subject of cotton production in India.

*From Government of the North-Western Provinces
to Chamber of Commerce.*

Allahabad, 31st March 1873.

In reply to your letter dated the 20th March 1873, I am directed to say that the report of the Board of Revenue on the actual outturn of cotton in the North-Western Provinces is not due in this office until the 1st of April as the latest date. But it will now be considered whether that date is not too late and whether it cannot be submitted by the 1st March.

*From Chamber of Commerce to Government of
India, Department of Agriculture,
Revenue and Commerce.*

Calcutta, 20th March 1873.

His Honor the Lieutenant-Governor of the North-Western Provinces has recently communicated with the Chamber of Commerce regarding the estimated outturn of the cotton crop for 1872-73.

In reviewing the estimates submitted by the Board of Revenue, N. W. Provinces, the Chamber was much struck by the conclusions arrived at as they were apparently inconsistent with the Board's statistics which went to show that after reserving a fairly estimated amount for local consumption in the Upper Provinces there would be little or nothing left for export to the Calcutta market—say 22,000 bales.

Now the receipts into Calcutta by rail alone for the

season ending 31st October 1872 were 3,06,700 bales, and in the preceding year 3,68,000 bales; and the question arises—where does this large quantity come from if the cotton producing districts of the North-west yield only a nominal surplus after providing for local consumption?

In reply to the Chamber's remarks on this point it is suggested that the supplies from Rajpootana and elsewhere, which are of course not embraced in the Board's report, may be sufficiently large to account for the discrepancy. This may possibly be so; and it will be satisfactory to learn to what extent the Rajpootana States and other cotton bearing lands of Northern India supplement the exports to Calcutta from the districts under the Government of the North-Western Provinces.

As the Chamber possesses no information on this head, I am desired to request you will oblige them by placing at the Committee's disposal any returns which may satisfactorily trace the cotton supplied to Calcutta, independent of the crop of the North-Western Provinces.

Or perhaps the Government has at command the figures showing the actual outturn of *all* cotton producing districts of India; and from these, with the papers already in their possession, the Chamber will be able to eliminate the proportions sent to each port of shipment, and thus arrive with some degree of accuracy at the production and consumption of the staple in this country.

From Government of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Calcutta, 28th March 1873.

In reply to your letter dated the 20th instant, asking for certain information regarding the estimated outturn of the cotton crop for 1872-73, I am directed to state, that the subject is at present under enquiry by the Government of India, the result of which will be communicated to the Chamber of Commerce in due course.

Tariff Valuations.

The valuations of imports for levy of duty in the existing tariff were fixed by a Committee of which the then President of the Chamber, Mr. Bullen, was a member. This tariff came into operation as far back as March 1869, and, notwithstanding the changes in our trade, no alterations have since been made. The Committee have, during the last half-year, had prominently brought to their notice two instances of the defective character of these valuations and their unsuitableness to present requirements. The correspondence regarding one of these cases is annexed; it shows the hardship to importers of the one article of *beads*, and the same hardship is felt in nearly every part of our import trade. Taking the item of *grey*

shirtings alone, it has long been felt that the tariff valuations are considerably above the real values. The Customs' tariff is supposed to represent the actual or net return to the importer, that is "market value, less $7\frac{1}{2}$ per cent., viz. 5 per cent. for duty, 2 per cent. for dustoorie and $\frac{1}{2}$ per cent. landing and other charges." The largest import of grey shirtings is in $8\frac{1}{2}$ lb. sorts, which by the tariff are assessed at Rs. 5-10-9 for duty, requiring a sale at Rs. 6-1-6,—a price for ordinary makes unknown for a considerable period—and not likely, under ordinary circumstances, to be realised. It can easily be shown, by the same process, the great difference that exists between the real market values and the assumed values of the tariff in nearly all imports and exports; in other words the duty taken is in excess of the supposed 5 per cent. allowed in the Act, and almost ever since the tariff was last revised the trade of the Port has been burdened with this additional impost. The changes in the trade necessitate corresponding changes in the tariff, and the subject in the opinion of the Committee should be brought to the notice of the Government with view to the adoption of such measures as will bring the two values more nearly together, and also modify or remove other anomalies in the tariff now in force. The Committee have been unwilling to

enter on so large an enquiry on the eve of their resignation of office, but they commend the subject to the early notice of their successors. The concurrence and co-operation of the various Chambers of Commerce throughout India will be necessary to obtain a clear and comprehensive view of the requisite alterations, and the Committee of this Chamber have, therefore, in anticipation of action being taken, opened a correspondence with the other Chambers. They have received replies from the two important ones of Bombay and Madras, the former promising their aid and the latter furnishing valuable suggestions as to the changes suited to their own trade. Your Committee have therefore prepared the way for immediate action being taken by their successors.

From Board of Revenue to Chamber of Commerce.

Calcutta, 5th October 1872.

A question being now under the consideration of the Board as to the duty to be levied on certain glass beads imported into this port, I am directed by the member in charge to request that you will be good enough to favor Mr. Money with the opinion of the Chamber as to whether size or mode of packing fixes the distinction between *seed* and *common* beads in the trade.

Chamber of Commerce to Board of Revenue.

Calcutta, 16th November 1872.

Your letter No. 647 of 5th October reached me on the very eve of the Doorga Poojah vacation, and could not consequently be attended to until after the holidays.

Your inquiry was then duly submitted to the Committee of the Chamber by whom I was directed to reply to it after communicating with some importers of the articles in question. I now beg to hand your copies of the answers to my reference as the best mode of satisfying Mr. Money on the point.

I am at the same time to add that it is the Committee's purpose to address the Board of Revenue shortly on the tariff valuations of *seed* and *common* beads which importers consider very high and materially in excess of the prices realised by the trade.

"In reply to the enquiry stated in your favor of the 28th instant, we beg to inform you that under ordinary circumstances the distinction between *seed* and *common* beads lies in the mode of packing and assorting of the beads."

"In reply to your favor of 28th ultimo, the distinction between *common* and *seed*-beads lies *both* in the size and in the packing.

Seed-beads are made up in *packets* of 25 *bundles*, each

bundle containing 50—60 strings (usually 60 strings)—5 of which are generally tied together in the middle. *Common beads* are made up in packets of 2 to 8 *bundles*, according to size—the smaller the size the more bundles, and are not sold here, like seed-beads per packet, but per lb."

"In reply to your letter of the 28th instant, we beg to say that it is the mode of packing which fixes the distinction between *seed* and *common beads* in the trade. Generally seed-beads are of small size, but when *beads* of the same size are packed as *common beads* they are classed as such in the trade. In like manner when larger size *beads* are packed as seed-beads they become seed-beads."

"In reply to your letter of yesterday's date we beg to state, that practically the mode of packing fixes the distinction between *seed* and *common beads*; the former are sold in this market by the bundle, the latter by the pound; the price of seed-beads varies much according to color and size of the heads."

From Chamber of Commerce to Board of Revenue.

Calcutta, 27th November 1872.

With reference to the concluding paragraph of my letter of the 16th instant, I have now the honor to submit for the Board's consideration, the question of the Custom House valuation of beads for duty.

The Committee of the Chamber have before them par-

ticulars of importations which amply justify the charge of excessive tariff valuation, and consequent levy of a duty which in reality ranges far higher than the rate of $7\frac{1}{2}$ per cent., and the following are submitted in illustration of the material difference between tariff and actual realised values.

64 packages beads ex "Chinsurah."

Custom House value ... Rs. 12,141 8 0

Sold for ... Rs. 8,550 0 0

Less duty $7\frac{1}{2}$ per

cent and discount

2 per cent ... " 812 4 0 7,737 12 0

Excess tariff value ... Rs. 4,403 12 0

20 packages per "Roman Empire."

Custom House value ... " 2,195 10 0

Sold for ... " 1,700 0 0

Less $9\frac{1}{2}$ per cent

duty and discount ... 161 8 0 1,538 8 0

Excess tariff value ... Rs. 657 2 0

19 packages per "River Nith."

Custom House value ... Rs. 3,419 8 0

Sold for ... Rs. 2,175 0 0

Less $9\frac{1}{2}$ per cent

duty and discount ... 206 10 0 " 1,968 6 0

Excess tariff value ... Rs. 1,451 2 0

In these 3 instances the total Custom

House values were	...Rs. 17,756 10 0
and the sales realized	... „ 11,244 10 0

leaving the importers to pay duty on ... Rs. 6,512 0 0
more than they actually sold their goods for.

Another importing firm makes the following statement:—

“Taking the case of seed-beads we find that in a shipment of this quality weighing net 7,159 lbs., which was assessed at 10 annas per lb., amounting in value to Rs. 4,474-6, and on which duty at Rs. 7-8 per cent — Rs. 335-9-3 — was levied, the actual market value of the beads when realised less the usual discount of two per cent reached Rs. 3,381 which amount estimated in lbs. yields 7 annas $6\frac{1}{2}$ pie per lb., and the incidence of the duty amounted to Rs. 9-14-9, instead of Rs. 7-8. In another instance seed beads weighing 3,236 lbs. similarly assessed amounting to Rs. 2,022-8 on which duty was paid Rs. 151-11, the actual market value thereof reached Rs. 1,470 yielding per lb. 7 annas 3 pie, instead of 10 annas (the tariff valuation) and the incidence of the duty amounted to Rs. 10-5-3, instead of $7\frac{1}{2}$ per cent. In another instance seed beads weighing 3,184 lbs. assessed at Rs. 1,990, duty on which was levied at Rs. 149-4, yielded when realised Rs. 1,335-4, which estimated in lb. shows a value of 6 annas, $8\frac{1}{2}$ pie per lb., and an incidence of duty of Rs. 10-1-9.

“Turning to scarlet beads we find 12,542 lbs., assessed at 10 annas per lb. Rs. 7,833-12, duty thereon

Rs. 567-14-6, being at $7\frac{1}{2}$ per cent., yielded Rs. 6,927-10, which shows a value of 8 annas $9\frac{3}{4}$ pie per lb., and an incidence of duty of Rs. 8-7-9; again 16,466 lbs. assessed on a similar basis at Rs. 10,287-8, duty thereon at $7\frac{1}{2}$ per cent. being Rs. 771-9, yielded Rs. 9,039-7-4, or 8 annas $9\frac{1}{4}$ pie per lb., and the duty was actually Rs. 8-8, $6\frac{1}{2}$ per cent.; also 9,771 lbs. assessed at Rs. 6,106-14, duty being at Rs. 458-⁰⁰ yielded Rs. 5,223-7-11, equivalent to 8 annas $6\frac{3}{4}$ pie per lb. and bearing an actual duty of Rs. 8-12-5.

“Proceeding on to red beads 5,165 lbs. assessed at 10 annas per lb., Rs. 3,509-6 duty, thereon being Rs. 263, yielded Rs. 2,734-13 or 7 annas $9\frac{1}{2}$ pie per lb., and the duty thereon fell at Rs. 9-10 instead of $7\frac{1}{2}$ per cent. 5,610 lbs. assessed at Rs. 3,506-4, duty being Rs. 262-15-6, realised Rs. 3,105-6, equivalent to 8 annas, $10\frac{1}{2}$ pie per lb., and exhibiting an incidence of duty at Rs. 8-7-9, 11,155 lbs. assessed at Rs. 6,971-14, duty at Rs. 522-14-3, realised Rs. 5,099-1, equivalent to 7 annas $3\frac{3}{4}$ pie per lb., and shewing duty at Rs. 10-8- $6\frac{1}{2}$ instead of at $7\frac{1}{2}$ per cent.

“We think we have stated sufficient to shew how onerous the tariff valuation and duty fall upon the trade, and regarding Ruby Pound beads one or two instances will be ample to show that this quality is over assessed beyond the actual market value, while the tariff upon common or Pound beads as they are termed in the trade is fair as a whole. Ruby Pound beads are assessed at 12 annas per lb., and for full 2 years we have not known them to reach this figure, the usual quotations

ranging from 10 annas to 11 annas at best; we have not had imported this article lately.

"Summing up these results *seed-beads* range from 6 annas $8\frac{1}{2}$ pie per lb. to 7 annas $6\frac{1}{2}$ pie, Red beads from 7 annas $3\frac{1}{2}$ pie to 8 annas $10\frac{1}{2}$ pie, Scarlet from 8 annas $6\frac{1}{2}$ pie to 8 annas $9\frac{1}{2}$ pie, you will observe that these values represent only the market value of the beads not the actual result of each shipment, as the agency and other charges, duty included, have been completely excluded from calculation, in order to represent for the satisfaction of the Board of Revenue the real value of the beads as compared with the fictitious tariff value in force."

Again Messrs. Ullmann, Hirschhorn and Co., who address you separately and whose letter is herewith forwarded—write thus:—

"Referring to the same question we beg to say that of a shipment of 242 cases beads just imported by ourselves per S. S. "Bengal," the Head Appraiser of the Custom House classified 12 cases *common beads* (which are worth here from 3 to 6 annas per lb.) as *seed-beads*, and that we consequently had to deposit duty on the valuation of the latter, viz., 10 annas per lb., equal to a duty on the *real* value of about 15 per cent. In enclosed letter to the Board of Revenue, we have applied for refund of this excess duty and would thank you kindly to transmit this letter and to support our application.

"At the same time we would draw your attention to the excessive customs tariff valuation of *seed-beads* and

the sort red beads usually called "Cornelian Aleppo." We have since several years attentively followed the Calcutta bead market and find the assortments of *seed-beads* usually imported are sold here at an average gross price from about 6 to 8 annas per lb., and more frequently under than above 7 annas per lb., same sort may indeed by chance command even a higher price than 8 annas for some time, but there are others also, which are not worth more than 4 annas per lb.

"The "Cornelian Aleppo" beads are classified in the Customs tariff as red beads and the valuation of the same is set at 10 annas per lb., while real *gross value* of the assortments usually imported here is 7 to 8 annas per lb. These beads are made up in packets of 1 *bundle* containing 40 strings."

Reviewing all the foregoing details the Committee are of opinion that the beads traffic is undoubtedly weighted with an amount of duty considerably in excess of that which the actual trade value should bear. The tariff valuation exhibits a very large percentage of excess over net results, and the incidence of duty is proportionately excessive. The trade consequently contributes to the public revenue far more than its fair share and the object of this reference is to obtain for it a just measure of relief by placing it upon a more equitable basis than it occupies at present.

From Board of Revenue to Chamber of Commerce.

Calcutta, 18th February 1873.

The Collector of Customs at Calcutta has represented

to the Member in charge that there are good grounds for a revision of the present tariff rates for glass beads under schedule A of Act XIII of 1871.

2. The Collector recommends that, should it not be practicable to agree upon one uniform rate for all glass beads, the terms now recognized of "seed" and "common" be abandoned, and all glass beads of common colors divided into the three following classes, viz :

Not exceeding size "O" on accompanying Card A Class I.				
"	"	"10"	"	" B " II.
Exceeding	"	"10"	"	" " III.

The valuations proposed for these classes are annas 8, annas 4 and annas 2, respectively, per lb.; class III to include all descriptions of glass beads which are now assessed for customs duty on the market value.

3. The Collector further recommends that the tariff rate for Ruby beads be reduced from 12 to 10 annas per lb., and that for scarlet and red beads from 10 to 8 annas per lb.

4. Before acting upon the Collector's recommendations and addressing Government, Mr. Money desires me to request, with advertence to your letter dated 27th November last, regarding the Custom House valuation of beads for duty, that he may be favored with the opinion of the Chamber of Commerce on the proposals made by Mr. Crawford.

From Chamber of Commerce to Board of Revenue.

Calcutta, 28th February 1873.

I am instructed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 135 of the 18th instant, from which they are glad to learn that the representation made by them to the Board in November last regarding the excessive tariff values of beads for duty has had the attention of the Member in charge of Customs, and that the Collector has also submitted that there are good grounds for a revision of the rate now in force.

The recommendations of the Collector have been duly considered by the Committee, associated with some of the principal importers of the articles in question, the result of the discussion being that in the manner proposed by the Collector the bead trade would not receive that measure of relief to which importers consider it is justly entitled, and that the suggested classification according to certain sizes—ruby, scarlet and red beads being otherwise dealt with—would not improve the means of arriving at an equitable adjustment of valuation.

The Committee are of opinion that importers are right in maintaining that the custom of trade and the special nature of this branch of it should be continued to be recognised, and that the well-known distinctive denomination of *seed* and *common* beads should be preserved.

The introduction of the classification proposed by the

Collector would involve the necessity of opening every package in order to ascertain the sizes, which vary more or less in almost every assortment, and that operation alone would be sufficient to justify the rejection of the proposal.

The custom of the trade in beads both in this country and the country of export is to pack *seed-beads* in parcels each containing 25 bunches sub-divided into smaller ones of 10 to 12 strings, and are sold by the *packet* whilst *common* beads are packed in bundles containing 4 large bunches without sub-divisions, and are sold by the *pound*: and the Committee concur in the opinion expressed by importers that the quality of beads, whether *seed* or *common*, should be determined by the packing.

The importers urge, and with sufficient reason, that the valuations are excessive, and bona-fide transactions during the past year, submitted for the Committee's satisfaction, show actual results—upwards of 40 per cent. less than the tariff valuations and involving a proportionate excess of duty. It is from this obviously unfair assessment that importers desire to be relieved; and what they consider a measure just and equitable both as regards their own interests and those of Government would be to value all *seed* beads at 7 annas per lb, *common* beads at 4 annas per lb., *ruby* at 9 annas per lb., and *red cornelian* of the size of or less than the one marked "3,794" in the accompanying card at 9 annas, and exceeding that size at 7 annas per lb.

Proposed Classification of Cotton Goods.

The annexed correspondence with the Manchester Chamber of Commerce arose out of a difference of opinion between the Customs authorities here and certain importers regarding the classification, under the tariff, of some Shirting T. Cloths—an almost entirely new description of manufacture. Without entering into the merits of this particular case, or the question of whether the cloth should, according to the ruling of the Custom House, be taken as Shirtings and assessed at 11 annas per lb., or, as contended for by the importers, that they were really T. Cloths and rateable for duty at only 9 annas per lb., it appeared to the Committee only another proof of the inadequacy of the existing tariff to the present requirements of trade. They therefore applied to the Manchester Chamber, as the most competent body, for some authoritative definition of the trade or technical difference of each class of goods. Such a document, supported by the authority of the Manchester Chamber, the Committee hoped, would not only have rendered future differences of opinion between importers and the Customs impossible, but would also have furnished this Chamber with valuable information for the proposed revision of the tariff. Though the Manchester Chamber, as will be

seen from their reply, are not able to furnish the detailed information sought, they have promised us their hearty co-operation when we are prepared to take up the question of the tariff revision. Such aid will be invaluable to us, and the new Committee will no doubt not be slow in availing themselves of the proffered assistance.

From Bengal Chamber of Commerce to Manchester Chamber of Commerce.

Calcutta, 24th September 1872.

I am directed to inform you that within the last few weeks questions have arisen between the Collector of Customs and some importers of Cotton Piece Goods as to the classification of certain descriptions of cloth and their assessment for duty: and in one instance a reference was made to the Committee of this Chamber which resulted in the expression of an opinion adverse to the view which the importers took of their own case.

More recently a further representation has been made to our Committee as to the necessity for amending the tariff values of some classes of grey goods in consequence of their being entered at valuations for duty lower than the Custom House authorities consider they should be assessed at: they are held by the Customs authorities to be of a value equal to that of cloths classed under the higher rate for duty, but the importers resist this conclusion, and a conflict of opinion is the result.

It is not improbable that a revision of the Customs

Tariff will be proposed by this Chamber with the view to an adjustment of valuations which will satisfy both the Government and the importer, and in anticipation of that contingency and in order to possess an authoritative corroboration of our own experience as to the technical distinctions of the various classes of manufactured goods and what constitutes the difference between goods of varying denominations but of almost equal values, the Committee of this Chamber will be obliged if you would afford them detailed information as to the *trade or technical difference of each quality of unbleached goods and what constitutes each class*, say, Grey Shirtings, Grey Jaconets, Grey Domestics, Grey Printers, Grey Long Cloth, Grey T. Cloth, Grey Madapollams, Grey Sheetting, and Grey Mulls, as well as the counts of Yarn generally used for each description.

All these qualities are assessed for duty at a fixed value for weight—Mulls at ... 1 rupee 1 anna per lb.

Jaconets under 10 × 10½ each ... 11 "

Do. above do. other sorts... 13 "

Shirtings, Madapollams and Printers ... 11 "

Long Cloth, T. Cloth, Domestics, Sheettings, Drills and Jeans ... 9 "

From Manchester Chamber of Commerce to Bengal Chamber of Commerce.

Manchester, 12th November 1872.

I have to acknowledge receipt of your letter of 24th September informing this Chamber that differences had arisen between the Collector of Customs at your

port, and some importers regarding the classification of certain descriptions of cloth, and their assessment for duty, a question on which the Directors would have had pleasure in expressing their opinion, and obtaining that of practical manufacturers, had they been furnished with particulars or samples of the goods, but they desire me to state that they do not find it practicable to give, as requested detailed information "as to the trade or technical difference of each quality of unbleached goods, and what constitutes each class, as well as the counts of Yarn generally used for each description."

As an instance of the difficulty which the Directors experience in supplying the information asked for, they would name Shirtings, and mention that in one width alone, 39-inch, and for one weight, 7lbs. the counts of weft vary from 34s to 46s or even 50s according to the greater or smaller quantity of size introduced, the warp being in most cases the same, say 30s or 32s, when in conjunction with such absence of uniformity it is remembered that Shirtings run from 3 lbs. 6 oz. to 12 lbs. and from 36-inches to 60 wide, it will be seen how impracticable it is to name counts of yarns, for all the goods which you enumerate, particularly as the variation is still greater in T. Cloths, the warps used for which will run from 18s to 30s and the weft from 20s to 40s. For Domestics the warps used are from 14s to 30s and weft from 14s to 40s.

Even if the counts of yarn ordinarily used in the several classes could be accurately stated, it would be impossible to tell by examining a piece of cloth what counts had actually been used, with such precision as

would enable its being classified under your tariff, nor would any description, which the Directors could supply, be of greater utility; and they feel that no rule which they could suggest would be so correct a guide to the classification of goods as the practical knowledge of their nature, and of the purposes for which they are consumed, possessed by the Merchants of Calcutta.

The Directors would express a hope that in the revision of tariff which you inform them will probably take place shortly, the Merchants of Calcutta may succeed in getting a substantial reduction on values now in force, if not even a concession in the actual rates of duties; indeed, they feel that the time is approaching when the Merchants of India and the Manufacturers of England should unite in pressing on Government the desirableness of altogether abolishing duties on cotton goods, the revenue derived from which is small in relation to the heavy expenses of collecting, and the protective nature of which is leading to the extension of Mills in Bombay Presidency, and a consequent diversion under that protection of capital and labour from their natural and legitimate field.

Whenever the Chambers of Commerce in India are prepared to take up this question earnestly, they will have the hearty co-operation of our Directors.

Proposed Concentration of Marine Offices.

Notwithstanding the refusal of the Government of India, as shown in the annexed corres-

pendence, to contribute from the imperial exchequer towards this scheme, the Committee have much pleasure in stating that the object will still be attained, as the Lieutenant-Governor has it, they believe, in contemplation to concentrate, not only the marine, but all the other offices of the Bengal Government in the same or adjoining buildings. The proposed site with plans and estimates have been duly submitted and are waiting His Honor's decision.

Government of Bengal to the Port Commissioners.

Calcutta, 26th February 1873.

With reference to your letter No. 1093, dated 29th August 1872, I am directed to forward the accompanying copy of correspondence*
 * October Progs., No. 15. ing copy of correspondence*
 January " " 1. with the Government of
 No. 1031, dated 13th February. India in the Financial Department, on the subject of a new Customs and Port Office. The Port Commissioners will see that no money from imperial funds will be available for the concentration in one building of the Custom House and the Offices of the Port Commissioners, the Master-Attendant, and the Shipping-Master.

2. The Lieutenant-Governor regrets that he is unable to meet the proposed expenditure on this account from provincial funds. The necessity of a proper building for the accommodation of the Bengal Government pub-

lic offices being very pressing, any provincial money available for public buildings in Calcutta will have to be expended on Government offices for one or two years to come.

No. 948.

Copy of this letter, and its enclosure, forwarded to the Secretary to the Chamber of Commerce for information, in continuation of this office No. 3165, dated 5th September 1872.

By order of the Lieutenant-Governor of Bengal,

C. BERNARD,

Offy. Secretary to the Govt. of Bengal.

Calcutta, the 26th February 1873.

From Government of Bengal to Government of India in the Financial Department.

Calcutta, 21st October 1872.

With reference to the correspondence noted on the Marine Progs., July 1872, Nos. 24-27. margin, a copy of " " Aug. " " 48-54. which is now forwarded, I am directed to submit copy of a report by a committee appointed to inquire into the question of the proposed concentration of the offices of the Collector of Customs, the Port Commissioners, and the Shipping-Master at the Port of Calcutta, in one building.

2. The desirability of effecting such concentration was first pressed upon this Government by the Chamber of Commerce,—copies of the Chamber's letter and of the Lieutenant-Governor's reply are hereto appended. The Lieutenant-Governor agrees with the Committee in thinking that it would be advisable to embrace the Master-Attendant's office in the scheme, and that the site at the south-west corner facing the river is the best that is available.

3. The concentration proposed appears to the Lieutenant-Governor to be a very necessary one to enable the various offices concerned to carry on the work connected with the great port of Calcutta promptly, efficiently, and economically. Incidentally it would result in an immense improvement to the appearance of the capital city, where the fine river frontage is now occupied by rather unsightly godowns.

4. The Customs House is a dark, ill-arranged building, most unsuitable for the purposes for which it is used, and situated far in the rear of the river frontage.

5. But much as the Lieutenant-Governor approves the scheme of concentration, he fears that it will prove beyond the means of this Government to carry out. The Port Commissioners would indeed contribute their fair share of the expenses, and for the Marine Departments the Government of India might perhaps see fit to provide. But according to present rule, expenses incurred on account of the Customs House must fall

wholly upon this Government. At the same time the customs grant in the Public Works Department budget for 1870-71 provided only for very ordinary and petty repairs, and it was on the figures of that year that the grants of December 1870 were based.

6. It appears to the Lieutenant-Governor that in the original provincial allotments this Government was hardly treated so liberally as it might have been in the matter of civil buildings. During the year on which those allotments were calculated, only one large and expensive civil building—the new High Court—was in course of construction in Bengal. But by a treatment of the circumstances and the figures which the Lieutenant-Governor has never thoroughly understood, a sum about equal to the expenditure on the High Court was deducted from the Bengal assignment out of civil buildings.

7. Comparing the assignment made to Bengal with that made to Bombay, His Honor observes that Bengal, with its immense territory and fifty-five districts, for which civil buildings have to be provided, only received an allotment of £105,000, while Bombay, with its small territory and (including Sindh) its twenty-one districts, obtained £103,000. The Bombay Government is thus enabled to apply a very much larger sum for civil buildings in the town of Bombay itself than this Government is able to apply in Calcutta. While the Bombay Government is carrying on fine new works, the Bengal Government must be content to patch up such public buildings as it has got.

8. I am to solicit a reference to the correspondence^a
^a Copy forwarded.

Financial Department, No. 1056, dated 8th June 1871.

General Public Works Department, No. 3223, dated 11th July 1871.

Financial Department, No. 2557, dated 5th August 1871.

will observe that an offer to take over the Customs buildings in Calcutta was made to, and accepted by this Government. The Government of India afterwards saw reason to withdraw the offer which had been made.

9. Considering the urgent requirements of the interior of the country, the Lieutenant-Governor could not conscientiously divert further funds from the civil departments and from internal improvements for the sake of constructing fine buildings in Calcutta, even although such buildings also subserve a useful purpose. As no assignment was made for the purpose of improving the public buildings and beautifying the town of Calcutta, the capital city must, unless His Excellency in Council should see fit to assist in the work, remain in its present—so far as the river frontage is concerned—shabby condition.

10. Under all the circumstances above detailed, the Lieutenant-Governor sincerely hopes that His Excellency the Governor-General in Council will be able to find means for the support of this great imperial building, taking only the contribution of the Port Commissioners towards the work.

*From Government of India, Financial Department,
to Government of Bengal.*

Calcutta, 30th December 1872.

In reply to Officiating Junior Secretary Mr. Edgar's letter No. 3622, dated the 21st October last, I am directed to say that the Governor-General in Council regrets that the condition of the finances will not admit of the proposed expenditure of imperial funds for the concentration in one building of the Custom House and the offices of the Port Commissioners, the Master-Attendant, and the Shipping-Master.

*From Government of Bengal to Government of
India, Financial Department.*

Calcutta, 4th January 1873.

I am directed to acknowledge the receipt of your letter No. 4738, dated 30th December, informing this Government that the state of the imperial finances do not admit of the Government of India's assigning a sum of three lakhs (or thereabouts) to an amalgamated office for the Custom House and Marine Offices in Calcutta.

2. The Lieutenant-Governor has been so much impressed by what he has heard from commercial men and officials regarding the importance of this proposed concentration of public offices that he ventures to submit the matter to the Government of India again in another shape. Some months have elapsed since the question was first mooted, the position of the provincial finances

has become clearer, and the possibility of some savings in provincial budget of the current year has become apparent. On a review of the whole position the Lieutenant-Governor thinks he might, without unfairness to the rest of Bengal, set aside yearly for the next two years a sum of half or three-quarters of a lakh for the amalgamated Marine and Customs Offices in Calcutta.

3. I am accordingly to inquire whether the Government of India would see fit to grant a like sum for this purpose. The total cost of the amalgamated offices is estimated at Rs. 3,78,450, out of which the Port Commissioners are ready to pay Rs 92,800 for their share of the building. This would leave Rs. 2,85,650 (or say three lakhs) to be paid by Government. The execution of the work would probably be spread over two official years; and if the Government of India were pleased to bear one-half the charge of three lakhs, it would have to grant only three quarters of a lakh for the work during the year 1873-74, and a similar sum during 1874-75. The Lieutenant-Governor ventures to hope that, in view of the wants of the great Port of Calcutta and of the small grants of this kind the Port and city have hitherto enjoyed, His Excellency the Viceroy in Council may be pleased to consider favorably the present proposal.

4. When thus submitting a recommendation regarding the provision of an amalgamated office for the Customs and Marine Departments, the Lieutenant-Governor desires to remark that the necessity for proper offices for the Bengal Secretariat is even still more pressing; and, as he gathers that this subject is under consideration, he hopes that the whole question of the offices of the Bengal Government in Calcutta may be considered together.

From Government of India, Financial Department, to Government of Beagal.

Calcutta, 13th February 1873.

In reply to your letter No. 52, dated 4th January 1873, I am directed to state that the Governor-General in Council is not prepared to make a grant from imperial funds to provide for the concentration in one building of the Custom House and the Marine Offices in Calcutta.

/ Mildew in Manchester Goods.

This question has again come prominently forward, and the Shanghai Chamber has, as we did some years ago, addressed a protest on the subject to the Manchester Chamber. A Committee of the latter was appointed and their report, which has just reached us, is published for information of members. It is to be hoped that the strong condemnation of the various improper methods and the use of deleterious compounds for increasing the weight of the cloth now often practised may lead to their abandonment.

From Shanghai General Chamber of Commerce to Bengal Chamber of Commerce.

Shanghai, 26th December 1872.

The Committee of this Chamber beg to hand you herewith copy of a letter on the subject of Mildew

Goods, which has been addressed to the Manchester Chamber of Commerce, and to request the co-operation of your Chamber in support of the representations contained therein.

LETTER ON MILDEWED SHIRTINGS FROM THE SHANGHAI
GENERAL CHAMBER OF COMMERCE TO THE MANCHESTER
CHAMBER OF COMMERCE.

Shanghai, 17th December 1872.

The attention of this Chamber has, for some time past, been specially directed to the wide spread deterioration by mildew of Cotton Piece Goods imported to this country from Manchester. In view of the heavy losses which have been recently incurred from this cause by those concerned in the trade, I offer no apology in bringing to the notice of the Committee of your body a subject which possesses in addition to a general interest, a direct importance to the manufacturer, no less than to the merchant.

The existence of an abnormal growth of a substance resembling mould disfiguring to the appearance, and often seriously injuring the texture of Cotton Cloths, principally Grey Shirtings and T. Cloths brought to this country, the outer packages of which show no signs whatever of contact with salt or fresh water or undue dampness of any kind, has been no recent discovery.

The evil, however, was seldom heard of, until after the outbreak of the American Civil War, when it became very prevalent concurrently with a more free use of East Indian staple in Lancashire, and an increasing and unfavourable

disproportion between the cost of the raw material, and the price to be obtained for the Cloth.

Losses in 1864-65 from this cause were very large. The Cloth was not only often found to be discoloured with black and yellow spots, but in many cases its texture had become rotten, the injury being principally apparent at the folded edges of the pieces, though it was by no means confined to the external folds. Reclamations, for the most part unsuccessful, were at that time made upon the manufacturer through the buying or packing Agents, and owing either to the general attention which was directed to the question, or more probably to the altered conditions of the trade itself, damage by mildew, though not altogether unknown, became subsequently less notorious until within the last two years, when it has presented itself in a still more aggravated form. Towards the end of 1871, parcel after parcel of Grey Shirtings, principally if not wholly consisting of second and lower qualities were rejected by the Chinese buyers, as "spotted," and during the year now elapsing the evil has become so general that in September last, it was estimated that 75 per cent of the entire stock of Grey Shirtings and T. Cloths in this place were unmerchandiseable as sound goods. The trade in fact was completely disorganized.

Sales by auction without reserve, or by private contract with all faults at heavy reductions from the market price were of daily occurrence and were rendered necessary by the rapid deterioration which much of the Cloth was obviously undergoing. The injury has been found to prevail most extensively in the fair to ordinary qualities of 7 and 8½ lbs. Grey Shirtings and 6 and 7 lbs. T. Cloths,

though in the better makes it frequently occurs in a lesser degree. In the heavier qualities of both Shirtings and T. Cloths, mildew is seldom if ever observed.

The Committee of this Chamber are unable to conceal their conviction that the cause of the deterioration is to be found in a defect inherent in the Cloth itself, originated in the course of manufacture, and though positive proof cannot at present be adduced, negative evidence of a very suggestive character is forthcoming which tends to show that this defect arises from the use of "size" in undue quantity, and of a nature deleterious to the fabric. This size, there is reason to believe, is employed to work up inferior Cotton, and to increase the weight of the Cloth. In this connection the circumstance is significant, though the Committee would regret to lay undue stress upon it, that, as was the case in 1864-65, the evil has become prominent at a time, when the value of the manufactured article is unduly low compared with the cost of Cotton.

The reclamations of Exporters have hitherto been principally met by the testimony of Chemists, whose certificates have been brought forward to show that nothing deleterious to Cotton textile fabrics has been discovered either in the specimens of size produced by the manufacturer, or in the pieces of Cotton Cloth returned by the Exporter. It is almost needless to say that the certificates of Chemists which merely state that the tests applied show in the size they have examined no cause for the damage sustained are not satisfactory. There may be and probably are destructive qualities in the size which elude chemical analysis. And though various suggestions as to the cause of the evil have from time to time been made, by

Manchester Agents, these suggestions have not stood the test of critical examination.

They have been somewhat to the following effect:—

The action of undue heat in vessels' holds and especially in these of Iron Steamers via Suez.

Exposure to undue heat or dampness during storage abroad.

Contact with sea or fresh water.

Inferior packing.

The Committee in expressing their confident opinion that the origin of the damage is not to be traced to any one of the foregoing causes are not unaware that mildew may be, and probably is, sometimes stimulated by special atmospheric and other conditions, which are favourable to its development. But in order to find an efficient remedy for its injurious consequences the evil must be traced to its source, and the Committee are prepared to furnish evidence in support of the following propositions:

Mildew is not the result of damage by salt or fresh water or external dampness of any kind. It occurs on goods the canvas wrappings of which are perfectly clean and unstained, the interior tarpaulin not having lost its sheen, while the brown paper coverings have not been affected by dampness and retain their original gloss. These conditions are incompatible with the supposition that moisture has penetrated from the outside.

It does not originate in the manner of packing, for

Goods have been found damaged in the most extensive degree in the best as well as in the most inferior packages.

It is not due to want of ventilation in the holds of vessels, steam or sailing, the damage having been found to occur in goods which arrive in the best as well as in the worst ventilated holds, after short and long passages round the Cape, and via Suez Canal.

It is not due to length or character of storage in China, for Mildew exists in goods imported in steamers via Suez, and which have been examined immediately after arrival.

The following facts have also an important bearing upon the solution of the question :

The bales badly affected by Mildew are generally found to be heated internally, sometime to such an extent that even in summer a thermometer placed in the centre of a newly opened package has been found to indicate a rise in temperature of over 10 degrees of Fahrenheit. In one instance brought to the notice of the Committee, viz., on the 15th June last, the rise indicated in two minutes was from 71° to 88½°. The inference to be drawn is that fermentation was going on.

The interior of bales has been often found so damp that palpable moisture has exuded from the cloth the exterior wrappings being all the time dry and uninjured.

After fermentation has ceased decomposition to a greater or less extent would appear to occur. The cloth, in cases where the injury has been small, becomes spotted some-

times with black at other times with yellow discolouration, but in the worst cases it is made tender and rotten, a white powder being frequently removable from the threads.

I submit that if these facts be authenticated they exclude the supposition of the damage being occasioned between the periods, when the goods have been packed, and when they reach the consumer. The enquiry into the cause of the evil should therefore be limited to the circumstances of manufacture and preparation for packing.

In urging upon your Chamber the advisability of instituting such an enquiry it is not the intention of this Committee to enter into either the legal or the moral bearing of the question as between the manufacturer, the packer and the merchant, though it cannot be denied that the responsibility for the losses, which occur through the deterioration of the goods after inspection by a skilled Agent and in the transportation of which every reasonable precaution has been taken is not one which should properly fall either upon the merchant or the consumer. A few general observations, however, upon the results of the recent extensive importations of unsound goods, will not be out of place.

The first effect is, that large quantities of cloth are forced off at reduced and irregular prices, by which means the tone of the market is lowered, and the value even of sound goods is depreciated. Bales are no longer as was once the case, accepted unopened, on the faith of the sample, but the wrappers have to be cut into in order that the condition of every package may be ascertained. The inconvenience, delay and loss arising from this practice must be too

obvious to need to be pointed out. The trouble and waste of time entailed by the necessity of minute inspection, the frequent re-sales of rejected parcels, and the uncertainty as to the completion of any sale until full examination of the contents of packages has been made,—all represent a positive burden on the trade. The destruction of the packages moreover is a loss to the native merchant, who can never again pack his goods so securely for inland transport. And more important perhaps than all is the fact, that the confidence of native dealers and merchants in Foreign Goods is shaken; for they are no longer secure of carrying their purchases to the end of a long journey in a merchantable condition. Such general want of faith in the soundness of Foreign Cotton Goods must tend to render them unpopular among the Chinese. And considering that Foreign Imports, though cheaper, have great difficulty even under favourable circumstances in competing with the more durable native manufactures, the trade is not in a position to bear any additional burden.

Although, therefore, the first losses from mildew fall upon the Importing Merchant while the manufacturer appears to escape altogether, yet such an unequal and unfair distribution of the responsibility cannot continue, if for no better reason than that the magnitude of the losses will soon put it beyond the power of merchants to bear them, were they ever so willing. But it requires no argument to show that the state of things now complained of must materially diminish the trade in Cotton Goods, or what amounts to the same thing, check its natural increase, a result which must be of equal importance to the interests which your Chamber represents as to those of the Chinese Merchants.

The Committee do not hesitate to claim your prompt and active co-operation in a strict and satisfactory investigation into the causes of mildew as well as into the most efficacious means of providing a remedy for a crying evil, affecting not only the interests of the most important branch of British industry, but also the honor and reputation of British Commerce.

The following report has been presented to the Directors of the Manchester Chamber of Commerce:—

Gentlemen,—The Committee appointed to consider the causes of mildew in cotton goods shipped to our Eastern markets, in presenting their report to the Board of Directors, deem it to be desirable, for the sake of clearness and brevity, to state only the conclusions at which they have arrived, and to abstain from relating the various arguments and reasons which have guided them in their decision.

The Committee have found it impossible to pass every one of their resolutions with entire unanimity, but even in those cases in which a difference of opinion has prevailed a very large majority have voted in their favour.

The following are the resolutions adopted, in the order in which they stand:—

1. "That the use of deliquescents in the composition of size, or the use of those ingredients which by combination and reaction become deliquescent, tends to produce mildew, and is to be condemned."

2. "That the artificial introduction of moisture into the yarn or cloth, for the purpose of increasing weight, during the processes and stages of manufacture, or after manufacture, or the deliberate moistening of the cloth by means of damp storage, tends to create mildew, and must be condemned."

3. "That the excessive sizing of cloth, for the object of producing weight and cheapness, is dangerous, and considerably increases the risk of the generation of mildew."

4. "That the careless exposure of the goods to dampness during the loading or unloading of the cloth at the manufactory and the merchant's warehouse, or during the transit of the goods between the factory, the warehouse, and the ship, or during the voyage of the vessel, is dangerous, and ought to be prevented."

5. "That greater attention ought to be given to the ventilation of ships and steamers, especially iron-built vessels, and more care exercised in the storage of goods on board, and ample space maintained between the bales of goods and the boilers of steamers."

6. "That dock companies and loaders of vessels should abandon the use of improper hooks in handling the bales, as cases of mildew have arisen from water penetrating the holes caused by the use of such hooks."

The Committee during their deliberations have availed themselves of the services of an able analytical chemist, but they do not think it requisite to introduce into their report technical details regarding the preparation of size,

as they think that every prudent manufacturer will seek to avoid all risk of danger and loss by the acquisition of the needful scientific knowledge which lies within his easy reach.

The Committee have purposely kept aloof from sharing in the controversy between the manufacturer, the merchant, and the dealer, as to the causes which have led to the large trade existing in cheap and inferior cloths, as they have no doubt whatever that each party is well informed regarding the intrinsic value of the article which is bought and sold, and it is an indisputable fact that certain makes of goods of the higher-priced quality are singularly free from mildew.

The Committee have no desire to under-estimate the degree of blame which justly rests on certain manufacturers and shippers in our own country, but they are bound to state that complaints of mildew have come from Eastern ports which on close investigation have been proved to be groundless.

The Committee earnestly warn manufacturers against the various nostrums recommended for the purpose of sizing, many of which, under the guise of scientific phrases, impose upon the credulity and the ignorance of those who buy them, and produce the very evils for which they profess to be the remedy.

In the communication addressed to our Chamber by the Shanghai Chamber of Commerce, the statement is made that "mildew is not the result of damage by salt water, or fresh water, or external dampness of any kind." The

Committee cannot coincide in such a statement, as they are prepared with numerous proofs of the very opposite character.

Spot damage, now frequently called mildew, is not an evil of recent creation. It existed to a certain extent in the years prior to the outbreak of the United States civil war. It has, however, undoubtedly increased in magnitude and become more serious in character of late years, and the chief causes have been intense competition and the demand for low-priced goods.

(Signed)

HUGH MASON, President,
JOHN SLAGO, JUNR., Director,
GEORGE LORD, Director,
SAM. MENDEL,
J. NICOL FLEMING,
JOSEPH THOMPSON,
J. GARNETT,
ADAM DUGDALE,
RICHARD BOLTON (R. Holroyd and Co.)
PETER SPENCE,

Members
of the
Committee.

Chamber of Commerce, Manchester, April 21, 1873.

**Proposal to construct inside the Jetty enclosure
warehouses for the storage of goods.**

The accompanying correspondence will remind members of the reference made to them by the Committee in January last. The proposal sub-

mitted by Messrs. Hoare, Miller and Co. to the Port Commissioners embraced a project of considerable magnitude and importance, and the Committee therefore circulated it for an expression of opinion from members generally. The reference resulted in a large majority of votes against the project.

From the Port Commissioners.

The 19th December 1872.

In accordance with a resolution passed by the Commissioners at their last meeting, I am directed to submit herewith copy of a letter from Messrs. Hoare, Miller and Co., suggesting that warehouses should be constructed inside the jetty enclosure for the storage of imported and exported goods. I am to request that you will be good enough to submit the letter to your Committee, and favor the Commissioners with an expression of the opinion of the Chamber of Commerce upon the suggestion made by Messrs. Hoare, Miller and Co.

From Messrs. Hoare, Miller and Co.

Calcutta, December, 1872.

We think the present a favorable time for suggesting to the Commissioners the expediency of erecting close to the river and adjacent to the jetties, used by sea-going vessels, large warehouses for storing imports and exports such as exist in London, Marseilles and other great Ports in Europe.

All who have been engaged in the Manchester and Calcutta trade since the year 1865 know that about 90 per cent of the imports of the last eight years have resulted in loss to the concerned. We consider the system of each trader having his own separate warehouse is the principal cause of such an astonishing result.

None will deny that the actual cause of loss is the excessive supply of Manchester goods, for the demand has been great and steadily increasing, and this excessive supply is due in our opinion to the absence of co operative warehousing, and the consequent necessity of each firm maintaining an establishment equal not simply to its average extent of business but to any possible extent of business which can occur to it. As most people prefer an uncertain remote loss to a certain present one, instead of frankly admitting that the present system must entail a loss on house rent account, whether direct or indirect, merchants here compete in rendering account sales to their constituents on an unduly low scale of rents, expecting by this means and by forcing business in every way to bring enough grist to the mill to make both ends meet at the end of the year.

There are over one hundred firms engaged in the import trade of this Port whose outlay on warehouses ranges from Rs. 400 to 2,000 a month, and if we take the average rent at Rs. 800 a month, and allow that office accommodation only could be secured at Rs. 250 a month, we find the following to be the actual cost of warehousing about 450,000 packages of imports annually.

100 Firms rent godowns only Rs 6,600 avg.	Rs. 6,60,000
100 " 300 godown sarears "	300 each 90,000
100 " 300 landing " "	250 " 75,000
100 " 600 godown coolies "	72 " 43,200
100 " 500 durwans "	84 " 42,000

To which add :—

Rupees 9,10,200

salary and perquisites of the Head
Native Assistant who guarantees the }
fidelity of the above employes
or, exclusive of the cost of removal from jetty, Rs. 2-8
per package whether it be stored for one day or one year.

The great waste of this antiquated system is the more apparent when we consider the very different opinions which prevail amongst merchants. One firm which imports 10,000 packages annually may so regulate imports and sales as never to have more than 1,000 packages in stock, while another importing the same annual quantity may occasionally have as many as 8,000 packages to warehouse at one time. Suppose both to have the same size godowns, if the former has exactly room enough, the latter must have more goods than he can store on his own premises and is obliged to engage further room outside.

It is possible that importers of fancy goods would still find it necessary, as in London, to have their own warehouses; but if the Port Commissioners were to erect a range with a capacity for 200,000 packages, and in addition to the present jetty charge of 6 annas per package offered storing and warehousing for the first

month at 4 annas per package and every subsequent month at 2 annas, we calculate not less than 300,000 packages would be warehoused annually, remaining in store on an average two months, and thereby yielding a revenue to the Commissioners of Rs. 1,12,500, besides enabling the present jetty charge to be maintained permanently at six annas, a rate which, although now by some regarded as too high, would, with the warehousing facilities herein suggested, be at once reasonable to the public and sufficiently remunerative to the Commissioners to admit of the formation of a reserve fund for the better security of their more perishable property.

This import range should be so designed as to admit of additions hereafter to meet the future growth of the trade.

In addition to the import warehouse we would suggest one for Tea also, for the accommodation of that large portion of the crop, which, in order to avoid the heavy expense of selling here in the usual way, is now shipped to London on the growers' account. When Teas come from Darjeeling by the Northern Bengal Railway and the Eastern Bengal Railway is in connection with the jetties, it will be essential to have such a warehouse as we suggest to receive Teas for sale or shipment and so prevent the injury such fragile packages as Tea chests sustain from frequent removals on hackeries through the Calcutta streets. The Assam and Cachar steamers would also use this warehouse by means of the Strand Bank's Tramway.

The trade of the port is growing very rapidly, and

unless timely provisions be made to relieve the streets, the narrower thoroughfares will soon be quite inadequate to the traffic to the great hindrance of business and the enhancement of the city rates.

From Chamber of Commerce.

Calcutta, 22nd January 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter of 19th ultimo, and to state for the information of the Port Commissioners that Messrs. Hoare, Miller and Co.'s proposal having been submitted for the consideration of each member of the Chamber, the result of the reference is that the majority of opinion is against the scheme which those gentlemen have placed before the Commissioners.

Meteorological Report on the Cyclone of June 1872.

It will be seen from the following correspondence that the Telegraph Department has explained the circumstances which the Committee noticed in their last report as exhibiting an absence of active and efficient co-operation with the Meteorological Establishment during the cyclone of last June.

The Committee's remarks were occasioned by a report officially submitted for their information; but on the subsequent receipt of the Director-

General's representation to Government and of a memorandum by the Meteorological Reporter the Committee were glad to find that the proceedings of the Telegraph Department were in order and free from any censure.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 1st February 1873.

I am directed to forward, for the information of
 1. No. 2073, dated 13th January 1873. the Committee of the
 2. " 1854T, " 15th " " Chamber, a copy of the
 letters and finally noted from the Director-General of Tele-
 graphs in India, regarding the remarks made upon certain
 points connected with the Telegraph Department by the
 Officiating Meteorological Reporter and the Chamber of
 Commerce in connection with the Cyclone of June 1872.
 I am also to send copy of a note recorded by Mr.
 Willson.

*From Director-General of Telegraphs in India to
 Government of Bengal.*

Calcutta, 13th January 1873.

I have the honor to solicit your attention to the report
 of the Bengal Chamber of Commerce for the half-year
 ending 31st October last, which contains extracts from a
 report by the Meteorological Reporter furnished to the
 Chamber by the Government of Bengal, and also the
 Chamber's reply to Government, relating to the Cyclone of
 June 1872.

2. These extracts are calculated to convey a very
 erroneous impression of the manner in which the Tele-
 graph Department performs its duties, and immediately
 on perusing them I called upon the Superintendent,
 Bengal, for a report on the subject. In the annexed
 office memorandum, which I have the honor to request
 you will lay before His Honor the Lieutenant-Governor,
 will be found the substance of his reply.

3. It appears evident that the full value of the assist-
 ance which the telegraph might render in such emergen-
 cies was, on the occasion to which the Chamber's re-
 marks refer, lost solely through the absence of prompt
 action on the part of the responsible officer, the Metro-
 logical Reporter, and the delays ascribed to the Telegraph
 office, and the general imputation of its inefficiency and
 unpreparedness had no foundation on fact.

4. It was doubtless through oversight that I was not
 furnished by your Government with papers of such inter-
 est, and I beg you will explain to His Honor the circum-
 stances of the case, and assure him that, fully impressed
 with the great importance of the subject, this direction
 will insist on the fullest possible assistance being given
 on all occasions to the Meteorological Department. But
 no more than is absolutely necessary should be left to
 the discretion and intelligence of the telegraph *employés*
 and to obtain satisfactory results, the initiative must be
 taken by the scientific officer who has been specially
 appointed by Government to investigate the causes and
 to endeavour by timely notice to mitigate the results of
 these atmospheric disturbances.

Cyclone of June 1872.

In pages 84, 85, 86, 87 and 91 of the Report of the Bengal Chamber of Commerce for the half-year ending the 31st October, the working of the telegraph, in connection with the transmission of meteorological reports, is unfavorably commented upon.

The Superintendent, Bengal Division, reports as follows:—

The statements in the first and second pages of the report are not very definite. One paragraph opens with the words "at this critical time," but the date itself is not given. Taking the date to be the 25th June 1872, which is mentioned in page 87, as the time referred to, the Superintendent observes that the primary object with which the line to Saugor Islands was erected and maintained was the transmission of shipping reports; that after sunset the movements of the shipping cannot be made out and reported, and the line not being part of any main system, the offices are all classed as third class, open only for limited day-work, and the "line to Saugor" was, as a matter of course, closed after sun-down. There was no interruption to communication in the sense in which the Chamber of Commerce is supposed to have understood the closing of the line.

Referring to the next remarks that "after some delay and difficulty a report was obtained from Cuttack" at about 10 p. m., local time, two telegrams were tendered for transmission, one for Cuttack and the other for Saugor Island. The reply from Cuttack was handed over to Mr. Willson in the office at 11-5, or in one hour and 5 minutes the delay or difficulty is therefore not understood.

In page 85 complaint is made of the tardy delivery of telegrams. The annexed statement of the time occupied in the transmission and delivery of all those received on the 25th for the Meteorological Reporter, shows that there was no unusual delay in the delivery that day. In the case of the Aktyab message, included in this statement, the delay in the return of the messenger to the office was due to his having other messages to deliver at the same time for places more than two miles from the signal office. If, therefore, the delay of four-and-a-half and three-and-a-half hours complained of actually occurred, the fault is apparently due to the Meteorological Reporter's office arrangements. The telegrams were all delivered to Mr. Willson's native assistants, except one, the receipt for which was signed by himself.

The remark at page 87 would point to a state of inefficiency which does not really exist. Had the Reporter known that the offices on the Hooghly river are closed after sunset, and if from the telegram he received during the day he anticipated any necessity for communicating with Saugor Island office at night, an intimation to that effect to the Assistant Superintendent in charge of the signal office would have resulted in the offices being directed to keep open.

The statement in paragraph 5 at page 87 is a repetition of the remarks which have been referred to in the 2nd and 3rd paragraphs of this memorandum.

In the 10th paragraph of Mr. Willson's report (page 87) he states "I received the eleventh and twelfth hour's

telegrams about 3-30 in the afternoon." There are no such reports known to the Calcutta signal office as the "eleventh and twelfth hour reports," and the statement already referred to shows that, if by the "eleventh and twelfth hour reports," Mr. Willson means those numbered 4619 from Saugor and 4637 from Cutlack (the former timed 10-3, and the latter 10-33 A. M., local time), there was no delay whatever so far as this department is concerned, and that the delay in their receipt must have been due entirely to his own imperfect arrangements.

Referring to paragraph 49 of Mr. Willson's report, page 91, so far as the telegraph is concerned in the proposed arrangement, this department is fully prepared for it. The lines to Saugor are in excellent condition, and unless carried away by a cyclone of irresistible force on the spot, may be fully relied upon.

In conclusion, it may not perhaps be out of place to observe that it should not be left to this department to judge of the necessity or otherwise of keeping open the river line offices for meteorological purposes beyond their usual working hours. The business of this department is solely the carriage of information that may be entrusted to it for transmission, and this done, nothing further should be expected from it. *Prima facie* there appears to be no occasion for keeping the office at Saugor open day and night, which would involve additional establishments and at considerable enhanced cost. The present establishment will be found sufficient for any sudden emergency, if the Meteorological Reporter will adopt reasonable precaution; on such occasions it should be his duty to intimate to the head of the Calcutta signal office

what assistance he requires, and it will be cheerfully and promptly given.

T. BLISSETT,

Perst. Asstt. to the Dir.-Genl. of Telegraphs in India.

Statement of Telegrams received for the Meteorological Reporter on the 25th June 1872.

Office number.	Where from	Timed.	Received in Calcutta office.	Despatched.	Delivery from Calcutta office.	Receipt acknowledged by
4619 ..	Saugor	10-3 A.M.	10-8	10-45	11 A.M.	Native Signatory.
4637 ..	Cutlack	10-33	11-43	12	1-25 P.M.	Chief Officer.
4686 ..	Saugor	1-4 P.M.	4-16 P.M.	1-25 P.M.	Office delivery	Native Signatory.
4658 ..	Chattisgarh	1-45 P.M.	4-39	1-50 P.M.	7-48 P.M.	Ditto.
4718 ..	Alwar	1-49	6-36 P.M.	1-58 P.M.	5-59	Willson.
4719 ..	Madras	1-50 P.M.	7-43 P.M.	8 P.M.	9-59	Native.

To simplify reference the above also has been all referred to local time.

From Director-General of Telegraphs in India to Government of Bengal.

Calcutta, 15th January 1873.

Continuing my letter of the 13th January, No. 3073, I

1. Paragraph 5 of Mr. Willson's report on Balasore cyclone.

2. Paragraphs 4 and 5 of letter from the Secretary to the Bengal Chamber of Commerce, dated 30th October 1872.

have the honor to acknowledge the receipt of your letter No. 32, dated 3rd idem, with which you forward the marginally noted extracts on the subject of the Cyclone of June last. This letter reached me yesterday, the 13th, after my

letter to your address was written; the extracts which it covers have long since been published, and, as I have already stated, were discovered by me in the published report of the Chamber of Commerce.

2. You will have learnt from my letter of yesterday that an investigation of Mr. Willson's statements has shown that he, and not the telegraph, is to blame for the delays and inconvenience that occurred on the occasion in question; and it appears unnecessary to add to the remarks I have already made further than to repeat the assurance of my full appreciation of the importance of the subject, and to ask that complaints against this department may not be taken for granted and published without giving to its officers the opportunity of investigating them.

3. We do not pretend to absolute immunity from errors or delays; but we do adopt every possible precaution to prevent them, and can with confidence assert that their occurrence is exceedingly rare. It is the policy of the department to invite complaints, which are carefully inquired into by whomsoever preferred; and had I detected neglect of any kind on the part of the telegraph officers in connection with this inquiry, I should have had no hesitation in admitting it, or in punishing those in fault.

MEMORANDUM.

In paragraph 5 of the Balasore Cyclone Report I stated that when I arrived at the Telegraph Office (between 9 and 10 p. m. on the 25th of June) "the line to Saugor was closed." I drew attention to this fact with-

out imputing any blame to the Telegraph Department. The fact, however, that the officers of the Saugor line are closed after sunset, may often render the line useless for purposes of giving warning of the approach of storms.

The office memorandum forwarded by the Director-General of Telegraphs with his letter No. 3073 of the 13th January 1873, contains the following:—"If from the telegrams he (the Meteorological Reporter) received during the day he anticipated any necessity for communicating with Saugor Island Office at night, an intimation to that effect to the Assistant Superintendent in charge of the Signal Office would have resulted in the offices being directed to keep open."

With reference to this I would remark that storms do not always announce their approach during the day time. In the case alluded to, it will be seen on reference to the 5th paragraph of the cyclone report, that the threatening telegrams which rendered communication with Saugor Island desirable were not received until after sunset. Taking this into consideration, I do not understand the charge of "the absence of prompt action" brought against the Meteorological Reporter by the Director-General of Telegraphs in the 3rd paragraph of his letter No. 3073, dated 13th January 1873.

With regard to the "tardy delivery" of telegrams, the statement submitted by the Director-General's Office, showing the time when telegrams were received and delivered, refers to the telegrams of the 25th of June, whereas the charge of "tardy delivery" made by the Chamber of

Commerce refers to the Saugor Island telegrams of the 29th of June.—See letter from the Chamber of Commerce, paragraph 6, and Cyclone Report, paragraphs 9 and 10. The telegrams referred to were waiting for me at the Meteorological Office, when I arrived there at 3-30 p.m. from lecturing at the Presidency College, I had given orders, when leaving the office in the forenoon, to have any telegrams which might arrive in time forwarded at once to me at the Presidency College. These telegrams did not arrive in time to be forwarded, but I cannot say that any unusual delay occurred in their delivery; and in paragraph 10 of the Cyclone Report no charge of tardy delivery was made or intended. In another matter, about the same date, I had cause to complain of the very tardy despatch of a telegram to Cuttack, but as I received a full explanation of the fault of its not being sent on from the Assistant Superintendent of Telegraphs, I did not consider it necessary to proceed any further in the matter.

W. G. WILLSON.

24th January 1873.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 20th February 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt (on the 11th) of your letter No. 559 of the 1st instant, relative to the Meteorological Report on the Cyclone of last June, on certain portions of which the Chamber addressed the Government of Bengal in their letter of 30th October.

The Committee have duly noted the representation on this subject made by the Director-General of Telegraphs, as well as the Memorandum recorded by Mr. Willson.

The remarks which the Committee considered it their duty to make were obviously based on the Report itself; and their reference to the "tardy delivery" of messages was amply justified by the bare statement that the 11 and 12 o'clock telegrams were received about $\frac{1}{2}$ past 3: but as Mr. Willson has, in his memorandum, explained the circumstances under which he was not in possession of the messages till that late hour, the Committee are glad they have the opportunity of withdrawing the imputation of dilatory action on the part of the Telegraph Department.

Sea-worthiness of Merchant Ships.

The question of the sea-worthiness of native owned ships leaving this port has been brought prominently to the notice of the Government, owing to the loss of life in the wreck of the "Ticonderoga," and the matter was referred to the Chamber for their opinion. The Committee fully agree with the Government that there should be a compulsory survey and classification of all such vessels; and they have no doubt measures will soon be taken to enforce such a survey.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 11th December 1872.

I am directed to forward, for the information of the Chamber of Commerce, a copy of the papers noted on the margin, and to request that the Chamber will be so good as to favor the Lieutenant-Governor with their opinion on the subject of the necessity or otherwise of providing some test for the sea-worthiness of merchant vessels leaving this port.

Report of Committee on the wreck of the *Ticonderoga*.

Letter to the Government of India, Marine Department, No. 449, dated 11th December 1872.

REPORT.

After carefully inquiring into the cause of the wreck, we have the honor to report as follows:—

The ship *Ticonderoga*, of 1,300 tons, an American built vessel, wooden, native owners, sailing under British colors, being upwards of 20 years old, with no classification, left Jeddah in the month of August last, laden with salt, bound to Calcutta. The ship's company consisted of the commander (Nacoda), a chief mate (native), and 52 lascars, together with 18 passengers, mostly return pilgrims.

From Jeddah the vessel experienced fine weather (having all canvas set) to the Malabar Coast, where about 100,000 (one lakh) coconuts were taken in, after which she sailed for Calcutta.

Notwithstanding the fine weather experienced from

Jeddah to the Malabar Coast, the vessel appears to have "made a great deal of water, pumping every three hours, during fine weather, and every two hours in a strong breeze."

Beyond this pumping nothing happened until October 23rd, when the vessel arrived in latitude 18° 30' N. and 89° last longitude, when a variable wind was experienced, and a storm set in. Canvas was taken off the vessel, and she was put under her three topsails, fore-sails, and fore-topmast staysail.

About 11 A. M. on the 24th October the vessel commenced to labor heavily owing to the heavy sea running at the time, and five or six planks of the ship's top side under the main chains, starboard side started, and the sea came rushing in through the opening.

The pumps were kept constantly going by the crew, but they could not reduce the quantity of water in the hold.

The commander altered the course of the vessel to the N. W. for the Orissa Coast, and gave orders to have a number of rafts constructed of topmast, studding sail booms, and other loose spars, and at noon of the 25th October the vessel was run ashore near Manickputtee on the Orissa Coast.

All hands took to the rafts, and 38 people succeeded in reaching the shore alive; the remainder 32 were drowned.

The police took the survivors to Nursingputtee, where every care was taken of them, and they were sent to

Cuttack by the Magistrate of Pooree, and thence to Calcutta by the Collector of Cuttack.

From these facts the Committee are of opinion that the ship *Ticonderoga* was not in a seaworthy condition when she left Calcutta for Jeddah. Notwithstanding the fine weather experienced during the passage from Jeddah to the Malabar Coast, she was making an extraordinary quantity of water, having had to pump two or three times during the day and two or three times through the night.

The commander, or Nacoda did not (in the opinion of the Committee) act with discretion in having taken in additional cargo while on the Malabar Coast.

The commander appears to have acted for the best in shaping a course for the coast when he found the ship was taking in a considerable quantity of water through her topsides, and, as it appears from the evidence of the first officer and the Nacoda passengers, the ship must have sunk before they reached the Sandheads had the commander continued that course.

The commander displayed some judgment in preparing rafts in order to save the lives of the crew and passengers, and when the vessel struck on the Orissa Coast, he was one of the last to leave the ship. He was unfortunately drowned in endeavouring to reach the shore.

The Committee would draw attention to this particular class of vessels, a number of which are sailing out of Indian ports, more or less in an unseaworthy condition, filled with British subjects. Such vessels are not classed

here in Calcutta, but have a certificate granted them by the Surveyor for Lloyds' Agency, or other Surveyor who certifies to their fitness for the conveyance of cargo to any port for the voyage or monsoon, and as this class of vessels belonging to this (and other Indian ports) are for the most part of no classification, and are in many instances stranded ships sold and repaired and purchased by natives, sailing under British colors, the Committee are of opinion it would in a very great degree prevent accidents of this nature if they were subjected to the same rules and regulations which bind ships sailing out of ports in Great Britain.

CHARLES MILLER,
Magistrate of Police,
Southern Division, Calcutta.

E. J. BUTLER, *Captain,*
Prosecutor of Pilots.

*From Govt. of Bengal to Govt. of India in the
Marine Department.*

Calcutta, 11th December 1872.

I am directed to submit, for the consideration of His Excellency the Governor-General in Council, a copy of a Report recorded by the Committee appointed to inquire into the circumstances of the wreck of the *Ticonderoga*.

2. The Committee point out that ships are not classed in India as in England, but have only certificates grant-

ed them by the Surveyor of Lloyd's agency, who certifies to their fitness for the conveyance of cargo to any port for the voyage or monsoon, and they add that a number of these vessels are constantly sailing out of Indian ports in a more or less unseaworthy condition filled with British subjects.

3. The Lieutenant-Governor thinks this absence of a system of certificating sea-going ships of the Indian trade is clearly a blot. Under the Merchant Seaman's Act (I of 1859) masters, mates, provisions, water, &c., are certified, but no inquiry can be made into the unseaworthiness of the ship. His Honor is of opinion that he should have periodical surveys, as in the case of steam-vessels sailing under the British flag, or carrying British (*i. e.*, Indian or English) crews, or ships which are not registered at Lloyds as A1, or whatever other letters may be admissible with survey.

4. His Honor would solicit that the subject may be considered when the Merchant Shipping Act comes before the legislature.

*From Chamber of Commerce to Govt. of Bengal,
Calcutta, 31st December 1872.*

The Committee of the Chamber of Commerce have had under consideration the subject of your letter No. 464 of the 11th instant, and they desire me to communicate the following reply for the information of the Honorable the Lieutenant-Governor.

His Honor has submitted for the consideration of the

Governor General in Council a copy of a report recorded by the Committee appointed to inquire into the circumstances of the wreck of the ship "Ticonderoga." After giving the facts connected with the loss of that vessel the Committee state that in their opinion she was not seaworthy when she left Calcutta for Jeddah; and, commenting on the generally unsatisfactory condition and character of a number of unclassified old and repaired vessels owned by natives, sailing out of Indian ports under British colors, the Committee recommend that they should be subjected to the same rules and regulations which apply to ships sailing out of ports in Great Britain, all of which they state are forced to obtain certificates of seaworthiness or classification at Lloyds. This is, however, an error as it is not *compulsory* on British ships to be classed at Lloyds or to obtain a certificate of seaworthiness; this is quite optional and is simply for purpose of insurance.

The Lieutenant-Governor concurs in this view of the matter and considers that there should be a periodical survey of such uncertificated or unclassified vessels.

The Committee of the Chamber are inclined to the opinion expressed regarding the character of a large number of native owned vessels belonging to this port, and would gladly see them brought under a stricter inspection than would appear to be exercised at present, and probably the proposed classification would result in a large majority of such vessels being totally rejected and condemned.

On the question of providing for the seaworthiness of

native merchant vessels leaving this port—the point submitted for the Committee's opinion—they direct me to state that the Act for the regulation of "native passenger ships," XII of 1870, amended by Act XII of 1872, amply meets it for such vessels as carry more than 30 passengers, whether arriving at or sailing to any port in British India or elsewhere. Section 11 specially providing for survey and other sections containing penalties for infringement of the law. An extension of this Act to all native passenger ships irrespective of number of passengers might, the Committee think, be advantageously made.

The Committee apprehend it is not the object of Government to include in this compulsory survey ships sailing with cargo only, as even, if the vessels themselves are not insured, the cargoes they carry are, as a rule; and each office has its own surveyor to protect its interests.

The marine officers of Government are the fittest persons to draw up a "test," of seaworthiness which is beyond the knowledge of mercantile men generally.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 5th February 1873.

I am directed to acknowledge the receipt of your letter of the 31st December 1872, submitting the opinion of the Committee on the subject of the seaworthiness of merchant vessels leaving the port of Calcutta.

2. With reference to paragraph 6, I am to enquire

whether the Committee are satisfied that the insurance offices furnish sufficient safeguards in the case of native owned cargo vessels which are said to be very often old and crank, and whether they believe that most of such native owned vessels plying from Calcutta to the Mauritius, the Persian Gulf, and the Red Sea do really have their cargoes insured.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 28th February 1873.

The Committee of the Chamber of Commerce desire me to state in reply to your letter No. 592 of the 5th instant, that insurance offices issue policy on cargoes shipped on native owned vessels if commanded and officered by Europeans; and in such cases underwriters satisfy themselves through their surveyors in the usual way: but cargoes of vessels sailing in charge of a Nacoda or native commander are not generally taken by insurance offices in this city.

Light-house on the Island of Minicoy.

The Island of *Minicoy*, situated midway between the *Laccadive* and *Maldive* groups, and in a direct line from Galle to Aden, was the scene of the wreck of the Peninsular and Oriental Company's Mail Steamer "Colombo" in November 1862. The establishment of a light-house on the island was proposed some time ago, and has been again urged

upon the attention of the home Government, by whom it has been submitted for an expression of opinion by the authorities in this country. The following papers treat more particularly of the subject of lighting the coast near Cape Comorin, the southern point of India, but they also refer to the desirableness of placing a light on Minicoy; in the establishment of which your Committee signified their concurrence while replying to the reference by the Government of Bengal.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 12th November 1872.

I am directed to forward herewith copy of a letter, No. 138, dated 19th October 1872, and its enclosure, from the Government of India in the Department of Agriculture, Revenue and Commerce, and to request that you will be good enough to favor this Government with an expression of your opinion regarding the proposal to establish a light-house on the Island of Minicoy.

No. 138, dated Simla, the 19th October 1872.

From Govt. of India, Department of Agriculture, Revenue and Commerce, to Government of Bengal.

I am directed to forward the accompanying copy of a despatch No. 14, dated 31st July last, from the Secretary of State to the Government of Madras (with en-

losures), and to request that the Government of India may be favored with the opinion of His Honor the Lieutenant-Governor as to whether it is advisable, in the interests of trade and navigation between India and Europe, to establish a light-house on Minicoy Island.

Extract from the Proceedings of the Government of India, in the Public Works Department,—No. 418B—C, dated Simla, the 16th Sept. 1872.

READ the following :—

No. 14, dated India Office, London, the 31st July 1872.

From the Secretary of State for India to the Government of Madras.

On receiving the letter from your Government in the Marine Department, dated the 16th of February last, No. 4, on the subject of the relative class of lights to be placed on Cape Comorin, and at or near the Crocodile Rock, I referred the papers for the opinion of Commander Taylor, whose letter of the 11th of April is enclosed, with the chart marked in illustration of his views.

2. In compliance with your request that the question might be submitted for the views of any other persons competent to give a useful opinion on the subject, I caused the papers to be also forwarded to Mr. Franklin, late Superintendent of Marine at Madras, and Captain Selby, formerly of the Indian Navy, whose letters, dated the 3rd and 23rd of May, are herewith transmitted.

3. I further consulted the Board of Trade on the subject, and have in consequence been favored with a memorandum by Rear-Admiral Bedford, dated the 20th of June, and a letter from the Trinity Board, written on the 12th instant, of which I also enclose copies.

4. I trust that you will be enabled to arrive at a satisfactory conclusion on the subject, and I request that, while the question more immediately under notice, namely, the lighting of the southern extremity of India, is duly considered, the advantage, incidentally mentioned by several of the writers, of placing a light-house on the Island of Minicoy, may not be overlooked.

Dated Hastings, England, the 11th April 1872.

*From A. D. Taylor, Esq., Pensioned Commander,
late Indian Navy, to the Under-Secretary of
State for India.*

The correspondence which you have done me the honor to forward, by direction of the Secretary of State for India in Council, concerning the selection of sites for light-houses near the south point of India, fully proves my former assertion, that the general system of lights for India needs to be well considered. I should be very sorry if my opinion were taken without due consideration of what led me to form it, and quite concur with the Master Attendant of Madras that this object should be viewed in all its aspects before the question is finally settled.

The coasting trade of India may have undergone a

great change since my time, but sailing vessels still traverse the seas, and it does not suffice to arrange coast lights merely to suit the captains of steam liners who double Cape Comorin. Captain MacCallum professes to plead "for all commanders of every ship and steamer" passing that cape. My desire also is to benefit the maritime public, and I shall be quite content to have my proposals set aside, if unable to show reason for entertaining them.

Firstly.—I would brush away a few fallacies appearing in the correspondence, and hindering a clear view of the question—

1. The Master Attendant (in paragraph 5 of letter, 29th November) says of the "Crocodile," "it is only a danger to coasters," and notices as a curious fact that no ship was ever lost upon it. The explanation of this is easy; ships give it a very wide berth, although put to much inconvenience by so doing.
2. The *Thalia* frigate was not near Cape Comorin, but some five leagues to the eastward, with conical peak (marked on chart) bearing W $\frac{1}{2}$ S. Her captain reported her to have been $3\frac{1}{2}$ miles from land, but bearings put her close in; most likely the haze caused them to over-estimate her distance off.
3. Even a first-class light cannot be seen 20 miles from ship's deck, unless elevated 200 feet above the sea, nor 26 miles (paragraph 12 of letter,

29th November) unless over 300 feet in height. Now the Madras excellent light, only 132 feet, was not visible from the poop of a large ship that grounded on the Pulicat shoal, 18 miles from Madras; but when the men went up aloft to hand the sails, the brightness of the light burst upon their sight.

4. The method (alluded to by Captain MacCallum) of throwing a red line of light from Comorin over the dangerous "Crocodile" will not do for so great a distance as 20 miles, even from a light-house 200 feet high. Hazy weather would reduce its range of visibility to less than 16 miles, which is the distance of the "Crocodile" from the cape.

Secondly.—I would call attention to the following statements of the captains of the steam liners:

1. Captain Beyts writes of the dark stormy nights of the south-west monsoon in making and rounding the cape.
2. Captain James passed it nine times at night between April and October, and always found the weather so clear.
3. Captain MacCallum says—"I always felt that, could I make out the exact position of the cape, the Crocodile Rock would be a secondary matter."

This last shows his thoughts to be set upon the ques-

tion of rounding the cape from east to west; but the principal benefit of the light near the Crocodile will be felt by vessels making their landfall on this coast from the west.

Thirdly.—I would remark that in my judgment the Master Attendant of Madras is quite right in his hint (see paragraph 12 of his letter, 29th November) that the principle adopted in guarding the dangers of the Santapillay rocks is wrong, and will have to be remedied by placing a light on the reef (as engineers have done under like circumstances off the coast of British Burmah, and in Bombay Presidency on the Vingorla rocks), at some future day of India's increased coasting-trade and prosperity.

Fourthly.—Let me call attention to the lines drawn on the chart (herewith returned) showing the approach of steamers and sailing vessels from Europe. This graphic method will explain more than many pages of print. If a cross bearing is so necessary as Mr. Dalrymple affirms (paragraph 6 of letter, 29th November), backed up by Captains Day and James, perhaps they will explain to the Madras Government how they could obtain one when at night their ship bears due west from the Crocodile. It is obvious that on that line of bearing, and, indeed, on any line of approach from seaward, the depth of water will show the distance off. I would say then to the captains of the coast liners, and to all mariners, *keep your lead going when approaching land.*

The sum of my advice is this: Let a first class light be put up near the Crocodile, even if there be no funds

left for a light on Comorin. When the Paumben or other channel is half finished, there will be plenty of time to put a good light also on the tip of the cape. Considering what Mr. Dalrymple has said of the inaccessibility of Kota Islet, I cheerfully submit to his judgment that Cadiapatam Point will do very well; there the light will be always under proper control, but it must be a good one. If it be revolving, let that on the cape be a fixed light, or *vice versa*. My suggestion that Comorin should have a red light, merely implied the necessity of a distinctive mark.

In conclusion, let me earnestly plead again for a light on *Ministry Island*, so long ago proposed, but so long forthcoming, to mark the ocean highway between Aden and Ceylon, a work for Imperial, Colonial, and Indian Governments to carry out. Although more than ten years have expired since I saw active service afloat, and during that time the Indian coasting trade has been, it is said, entirely revolutionized, yet the interests of that trade demand that somebody (in the absence of any official out there who thinks it his duty to do so) should point out India's wants in the way of lights and charts.

Returning the papers.

Dated Sunderland Terrace, Westbourne Park, London, W., the 3rd May 1872.

From J. Franklin, Esq., late Superintendent of Marine, Madras, to the Under-Secretary of State for India.

I have the honor to acknowledge the receipt of your letter of the — ultimo, and, in returning the papers

and chart therewith sent, to offer the following remarks on the proposals for lighting Cape Comorin, and some site near the Crocodile Rock.

2. I will first dispose of the question of a light on one of the islets, Kotah or Adumdah, which are very conveniently situated for marking the position of the Crocodile, being only from $1\frac{1}{2}$ to 2 miles inside that danger. But having deep water (9 to 11 fathoms) close to all round, the ocean swell breaks on them, even in fine weather, with great force, and during the south-west monsoon, I believe, they must be completely unapproachable. I once passed very close to Kotah in February, the current, with a light south-east air, having set me much nearer than was intended; the sea was very smooth, yet it broke over the summit of the islet. Adumdah being two miles further east, I did not at the time notice whether the sea broke so heavily there, but I have no doubt it did. In fact an ocean swell rolls in all along that part of the coast as far as Cape Comorin, and even the natives there only make use of catamarans.

3. In corroboration of this opinion, I would point out that Mr. Dalrymple, in the 20th paragraph of his letter to the Madras Government, of the 29th November 1871, No. 6946, states, that the Resident at Travancore, with the Sincere Engineer, used every endeavour to land on this islet in October last, but utterly failed.

4. As the fine weather season on that coast may be considered as extending from the middle of September to the middle of April, it appears plain that either of these

islets would be very unsuitable for a light station, inasmuch as they would afford very imperfect shelter for the attendants, and would probably be for months cut off from communication with the mainland. It is hardly necessary to dilate on the serious accidents that might occur during such period of isolation, should sickness break out among the attendants, or some mishap take place to the light itself, not remediable without the aid of a skilled artificer.

5. Fortunately we have Kadiapatam Point, with an elevation of 70 or 80 feet, a little less than $2\frac{1}{2}$ miles from the Crocodile. A light on this point will, therefore, answer the purpose required of indicating the position of the danger to vessels at a sufficient distance outside.

6. This being admitted, and two lights advocated, the question to be decided is, whether a first class light shall be placed on Comorin and one of the fourth class on Kadiapatam Point, or *vice versa*. The answer to this appears obvious. A fourth class light on Kadiapatam Point would be seen, according to weather, 7 to 10 miles outside the danger, while one of the first class at Comorin, visible 3 or 4 miles to the westward of it, would always enable a commander to take cross bearings and satisfactorily determine the position of his ship; whereas, with the first class light near the Crocodile to show 15 to 17 miles outside of it, which is unnecessary, and one on Comorin not visible from the danger itself, no cross bearings could, of course, be taken within some miles of it. I am therefore of opinion that Cape Comorin should show the principal light.

7. But I think it would be very objectionable to have two white lights so near each other as 15 miles. I observe

that Captain Duncan MacCallum, commanding the British India Steam Navigation Company's steamer *Asin*, recommends that a red light should be placed on Comorin; but this is not advisable. Comorin is required to throw its light furthest.

Now, the red colour intercepts the rays so materially that even a first class light of this description would hardly be visible at the Crocodile. I therefore strongly advise that the red light should be at Kadiapatam Point, which, being under 3 miles from the danger, would always be seen well outside of it.

Dated Howill Down, England, the 23rd May 1872.

From Captain W. B. Selby, Her Majesty's late Indian Navy, to the Under-Secretary of State for India.

In returning the papers and maps relating to the question of lights, it is debated that it should be placed in the vicinity of the "Crocodile Rock" on the south coast of Malabar. I beg to inform you, for the information of the Secretary of State for India, that the question regarding the "class of lights which should be respectively" placed at Cape Comorin and Kadiapatam Point, Kotah Islet is one I am unable to answer.

2. But having read the correspondence forwarded, I can but fully endorse the opinions expressed by Commander Taylor, late Indian Navy, that the light to be placed on Cape Comorin is secondary in importance to the one which should be placed as near the "Crocodile Rock"

possible, for but little dependence can be placed on soundings taken from merchant vessels, and at night.

3. For vessels navigating Gulf of Manaar, and running for west coast of Ceylon, a light on Cape Comorin would doubtless be useful. A really good light on Kadiapatam Point, or Kotah Islet, if it can be managed, would give exceeding confidence to vessels running up and down the coast, and to steamers standing in from westward. But, as I have said, Commander Taylor's letter is so exhaustive that I have no need to adduce other arguments in favor of a first class light being placed on Kotah Islet, or, if that is found too expensive, or the islet itself too difficult of access in south-west monsoon, on Kadiapatam Point.

Board of Trade, London, the 20th June 1872.

Memorandum by—G. A. BEDFORD, Rear-Admiral.

I observe that much stress is laid upon the necessity for guarding ships from Crocodile Rock, and for this purpose it is thought expedient to place the better light of the two in question in the vicinity of that danger.

Either light, however, would more than suffice to accomplish this object, so far as lights are capable of doing it, which is only in a limited sense, for neither at Kotah, Adumlah, nor at Kadiapatam would a light lead outside Crocodile Rock, but merely give a direction. It is, therefore, more in the character of landfall and coasting lights that the question is to be regarded.

I observe also that the discussion has been somewhat

narrowed by the desire to utilize a fourth order dioptric light, which is disposable, and I may remark at once that at whichever position it may be decided to place it, the reduction of its illuminating power by making it a red light should be avoided. It is quite proper to illuminate both Cape Comorin and the vicinity of the Crocodile.

A fourth order dioptric revolving white light of the best kind should be capable of being visible at a distance of 17 miles, in an average state of the atmosphere, provided it has sufficient elevation, while a first order fixed dioptric light will scarcely be seen 20 miles off from the deck of an ocean steamer, if the elevation of the light does not exceed 150 feet. There is consequently not that great difference to make it of so much importance where either light is placed.

Assuming a light to be on Minicoy (which seems very desirable), then a light in the vicinity of Crocodile Rock would occupy nearly a middle position; and while a good landfall light is required for ships coming from the westward, a light on Cape Comorin is equally wanted for ships coming from Ceylon, and in the same degree also for coasters these lights would relatively prove beneficial.

The characteristics of the light near Crocodile Rock should mainly depend upon the disposition of lights upon the coast between it and Allippee, a distance of about 110 miles. If, as is probable, the increase of the steam coasting trade should induce the intervention of a light, say at the salient point of Quilon, it would be de-

sirable to make it a fixed light, to distinguish it from the red light at Allippee, and we arrive at the conclusion that a revolving light would be best near the Crocodile, and a fixed light at Cape Comorin; but if there be no intention of placing a light at Quilon, then the reverse arrangement at Crocodile Rock and Comoria would be preferable.

With respect to the site of the light near Crocodile Rock, it has been already shown that unless it be at the rock itself, neither Kotah, Adumdah, nor Kadiapatam would suffice to clear the danger without the indispensable precaution of a good east of the lead, in addition to the bearing of the light. The distance of the rock from either of these sites is sufficiently great to render its estimation a too uncertain element in the navigation; but fortunately the soundings afford an excellent check, and any one getting his ship into danger for want of availing himself of it should be held inexcusable. It is, however, a not unfrequent result that additional lights, by encouraging a nearer approach to the dangers they are placed to guard, lead to additional casualties when not intelligently used.

The cost of erecting a light on Crocodile Rock will probably prevent its accomplishment, and although the nearer to the danger the light is placed, the more readily its distance may, as a rule, be estimated, yet there may be local objections to selecting Kotah in preference to Kadiapatam Point, which those acquainted therewith are better able to decide.

With a light on Kadiapatam Point, coasters familiar

with the navigation would probably pass inside the islands during favourable weather.

An accurate bearing of a sufficiently powerful light on Cape Comoria would undoubtedly assist in avoiding the Crocodile Rock; but when it is remembered that an error of half a point in the bearings represents a distance of more than $1\frac{1}{2}$ mile, the necessity for a wide margin must be evident. The distance also of the rock from Comoria is too great for trusting to a sector of red light from the latter to clear the former.

In conclusion, I may repeat that other considerations besides the guarding of Crocodile Rock must be looked at in deciding which of the two lights in question should be placed near that danger; and also that as both would be beneficial as landfall lights, it seems desirable that neither should have a less elevation than 150 feet above the sea level. Probably the India Office would wish to have the opinion of the Trinity House.

Trinity House, London, the 12th July 1872.

From R. Allen, Esq., Secretary, to the Assistant Secretary, Harbour Department, Board of Trade.

I am directed to acknowledge receipt of your letter dated 26th ultimo, forwarding a communication, and its enclosures, received from the India Office, relative to the establishment of lights at or near Crocodile Rock off the Travancore coast and on Cape Comoria, together with a memorandum by Rear-Admiral Bedford upon the subject, and requesting the opinion of this Board thereon.

In reply thereto, I am to inform you that the Elder Brethren, having given careful consideration to the whole subject, are of opinion that a first order bright fixed light should be placed on the isle of Kotah, at an elevation of, say, 200 feet. This light the Elder Brethren would suggest should be supplemented by an auxiliary red light to be shown from a window in the base of the tower, visible, say five miles, and extending over an area from three cables outside the Crocodile Rock to one cable to the north-east of Adumdah Island. This arrangement would effectually cover those dangers in both directions, while the high fixed light would answer as a land-fall and a departure light. If this proposal were carried out, the Elder Brethren consider that a fourth order bright revolving light on Cape Comorin would be amply sufficient for vessels trading to the Gulf of Manaar.

I am also to state, with reference to the comparative cost of a light-house on Kotah Island or on Point Kadiapatam, that, in the opinion of this Board a smaller outlay should not be allowed to weigh against the advantages offered to navigation by the former position, as a light on the latter, though it might point out the danger would not afford the means of clearing it, but might, in some states of the weather lead ships into danger.

In conclusion, I am desired to add that, in the opinion of the Elder Brethren, a light on the island of Minicoy would be an immense advantage to the rapidly increasing trade between Europe and India.

ORDER—Ordered, that a copy of this despatch be forwarded to the Military (Marine) Department for information and guidance.

No. 6, dated Simla, the 2nd October 1872.

Endorsed by the Marine Department.

Forwarded to the Department of Agriculture, Revenue and Commerce, with a request that the Government of India in the Marine Department, may be informed whether it is advisable to have a light-house at Minicoy.

Return requested.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 3rd December 1872.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 3928 of 12th ultimo, and to state, in reply, that in their opinion there cannot be a doubt that a light-house on the Island of Minicoy would be of great advantage to the large and increasing trade via the Suez Canal; and they hope that the recommendation of the Board of Trade will influence the early decision of Government in placing a first class light on that Island.

The matters referred to in the following paragraphs are of more or less interest to the Chamber, and are recorded as part of the subjects which have come under the Committee's notice during the half-year.

Revised Rules proposed by the Port Commissioners and the Master-Attendant.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 18th December 1872.

I am directed to forward, for the information of the Chamber of Commerce, copy of a letter this day addressed to the Government of India, together with a copy of the rules with the Lieutenant-Governor has submitted with it for the approval of that Government. If the Government of India approves of them, and the Chamber do not propose any further alterations, they will be published.

From Government of Bengal to Government of India, Marine Department.

Calcutta, 18th December 1872.

In continuation of my letter No. 3163, dated the 18th October 1872, I am directed to submit, for the favorable consideration and order of His Excellency the Governor-General in Council, copy of a letter* from the Port Improvement Commissioners, proposing certain

* No. 1781, dated 19th November 1872, with one enclosure.

alterations in the Port Rules, which the collision of the *Khedive* and *Aral* shewed to be required.

2. The committee appointed to inquire into the circumstances attending the collision between the *Khedive* and *Aral* recommended that Assistant Harbour Masters and Pilots should be warned that they will be held strictly responsible for accidents which occur if they take their steamers down at a greater speed than is absolutely necessary to keep them under command when permitted to turn in the same manner as that in which the Peninsular and Oriental steamers and those of the Messageries Maritimes are permitted; and they expressed an opinion that a rule, which is attached to their report, issued by the Commissioners had a considerable element of safety in it, but that it would be an improvement if imperative orders were issued that no vessel should drop down past the Peninsular and Oriental Company's or the Messageries Maritimes' wharves within two hours of the time appointed for the departure of the steamers of those companies.

3. The Master-Attendant and the Port Commissioners were, upon this recommendation, requested to submit a rule to be included in the Port Rules and Running Pilot Rules. This they have now done. On a reconsideration of the subject, the Commissioners have arrived at the conclusion that in many cases it would be a vexatious restriction on the movements of vessels within the port to stop all their movements for two hours previous to the time appointed for the departure of the Peninsular and Oriental Company's and Messageries Maritimes' steamers. Hence that portion of the recommendation of

the committee has not been adopted; but the Port Commissioners and the Master-Attendant have recommended instead a prohibition on vessels being allowed to pass below the India General Steam Navigation Company's jetty on an ebb-tide whilst the Assistant Harbour Master's flag is flying on board any of the outward-bound steamers belonging either to the Peninsular and Oriental Company or the Messageries Maritimes. The Port Commissioners have also recommended that the rate of speed of two miles an hour over the ground or through the water now allowed to steamers should be increased to four miles, on the ground that a speed of two miles is not sufficient in most cases to keep vessels under command.

4. I am to add that the Lieutenant-Governor approves of the proposed alterations and additions to the Port Rules, and solicits the sanction of the Government of India to them.

5. A copy of the revised rules, as slightly altered by His Honor, is herewith forwarded.

No. 4540j.

Copy of this letter, together with a copy of the proposed rules, forwarded to the Master-Attendant in charge, with the intimation that if the Government of India approve of the rules and nothing further is urged, they will be published. He is requested to ascertain when the *Khedive* will be back, and to arrange for the trial of the Pilot and Harbour Master.

*Revised Rules as proposed by the Port Commissioners
and the Officiating Master-Attendant.*

3. No vessel shall steam, sail, or to be towed up on the flood or down on the ebb within the port without the special permission of the Commissioners; and in cases where such permission is granted, the officers in charge shall be held strictly responsible for accidents which may occur in consequence of their taking the vessels up or down at a greater speed than is absolutely necessary in order to keep them under command; and in every case where such permission is granted, the speed of the vessel shall not exceed four miles an hour through the water.

4. No vessel shall steam, sail, or be towed up on the ebb or down on the flood within the port at a speed greater than four miles an hour over the ground.

5. Vessels may at all times drop up or down the port with their anchors on the ground. Steamers of the Peninsular and Oriental Company or of the Messageries Maritimes, and any other vessels specially permitted to start with the ebb, are prohibited from the turning out from their moorings while vessels are dropping down the reach, but the Deputy Conservator and Harbour Master shall, as far as possible, prevent vessels from dropping down at the time the Peninsular and Oriental Company's steamers and Messageries Maritimes' steamers are about to turn and proceed down the reach. Pilots and Assistant Harbour Masters having charge of outward-bound vessels are forbidden to pass below the India General Steam Navigation Company's jetty on

an ebb-tide whilst the Assistant Harbour Master's flag is flying on board any of the outward steamers belonging either to the Peninsular and Oriental Steam Navigation Company or Messageries Maritimes, and he is not to commence dropping the vessel again until the steamer has turned and proceeded fairly down the reach.

6. Vessels entering the port at neap-tides during the freshes are permitted to come up at slack water at a speed not exceeding four miles an hour over the ground.

7. River steamers and tug steamers having no vessels in tow are permitted to move up on the flood or down on the ebb at their own risk, and at a speed sufficient to keep the vessels under command, but in no case shall the speed exceed four miles an hour through the water.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 2nd January 1873.

In reply to your letter No. 4542 of 18th ultimo (received on the 30th), I am directed by the Committee of the Chamber to say that the revised rules proposed by the Port Commissioners and the Officiating Master Attendant appear to be well considered and judicious amendments, and the Committee have only to add that while a proper regulation has been suggested with regard to vessels dropping down the river with the view to avoid collision with the steamers of the Peninsular and Oriental Company and Messageries Maritimes there is no similar provision in respect of vessels proceeding up within the limits of the port. There is as much chance of accident in

the latter as in the former case, and the Committee hope that the regulation may be so worded as to embrace both.

Telegraphic Messages.—“Packing System.”

*From Chamber of Commerce to Government of India,
Home Department.*

Calcutta, 30th January 1873.

Under instructions from the Committee of the Chamber of Commerce, I have the honor to submit the following representation and to request you will oblige by bringing it under the notice of His Excellency the Governor-General in Council.

The *Gazette of India* of 18th December 1868, Notification No. 1009, page 1834, published extracts from the International Telegraph Convention signed at Vienna by the Delegates of all the countries in Europe and Asia in which there were telegraphs worked by the State: and the attention of the public in India was drawn to the rules laid down in certain specified articles of the convention.

By Article 32 a minimum charge was adopted applicable to messages not exceeding 20 words, but it was at the same time provided that Telegraph Administrations out of Europe were authorised to admit upon their own lines messages of 10 words at a reduced tariff, the charge of 20 words being maintained for the transit of such messages in Europe.

Subsequently on a representation of the Companies interested in the lines to India via the Red Sea and via Russia a Commission held at Berne decided to revert to 20 words as the minimum chargeable length of message; and the *Government Telegraph Gazette* of 11th December 1871 announced the abolition of the previous minimum of 10 words for foreign messages, and that the rates for telegrams from India to Great Britain by all routes would be uniform on a basis of a minimum charge for 20 words, with effect from the 10th December 1871.

That alteration has remained undisturbed up to the present time.

The raising of the limit to 20 words had the effect of developing a system which, under the term of "packing," enabled Reuter's and other similar agencies to undertake the transmission of abbreviated code messages from the public at a scale of charges which, in the aggregate, largely covered the Government minimum rate for the minimum length, or 42 Rs. for 20 words.

The Committee of the Chamber believe they are correct in stating that the agency of Reuter's Company has now a complete monopoly of this "packing" system; and the result of the monopoly is that the previous rate of charge has been materially raised.

While the agency adhered to a moderate tariff, yielding a fair return for their enterprise, the commercial public and the community generally were content to abide by the arrangements which admitted of short messages being transmitted at a cost considerably less than the

Government minimum rate: but since the 1st instant the tariff has been so highly raised as to greatly check that free use of the telegraph which is essential to commercial operations.

On this ground the Committee of the Chamber of Commerce desire to submit for the consideration of the Government of India whether some amendment of the existing regulations may not be introduced so as to afford the public the means of employing the telegraph more frequently at rates which, in comparison with Reuter's extravagant scale, would induce a considerable and remunerative business to Government.

Reuter's agent in Calcutta charges according to the following scale for a message of 2 words Rs. 12 8 0

"	3	"	15 0 0
"	4	"	17 8 0
"	5	"	20 0 0
"	6	"	21 8 0
"	7	"	23 0 0
"	8	"	24 8 0
"	9	"	26 0 0
"	10	"	27 8 0

and for every additional word

2 8 0

As an illustration of the "packing" system, take the first 5 items, which shew that for 5 separate short messages not exceeding 20 words in all Reuter charges Rs. 86-8, whilst the Government charges him as for a consolidated message of 20 words Rs. 42. Reuter runs the risk of course of having only 1 short message—say of 2 words for which he charges Rs. 12-8, the transmission

of which will be charged for by Government as for 20 words Rs. 42; but by the monopoly he has contrived to establish all short messages must obviously go through his agency, as no one would pay the Government Rs. 42 for a message of 10 words, when he can get the same service done by Reuter for Rs. 27-8; and so on.

The Committee are not aware to what extent and in what respects the Government of India may be bound by the proceedings of the Convention, but they hope sufficient latitude is permitted which would enable the local administration to meet the suggestion now made. The Telegraph Department would doubtless be in a position to advise the Government whether the Chamber's recommendation is admissible, and whether it would be in the interest of Government to give effect to it.

From Government of India, Public Works Department, to Chamber of Commerce.

Calcutta, 25th February 1873.

I am directed to acknowledge the receipt of your letter dated 20th ultimo, to the address of the Government of India in the Home Department, communicating remarks on Reuter's new tariff for packed telegraphic messages and enquiring whether the Government of India cannot amend the existing tariff of foreign messages.

2. In reply I am directed to forward for the information of the Chamber, the correspondence marginally noted, from which it will be seen that the subject of "packing" telegraph messages is still under

* Proceedings for August 1872, Nos. 1 to 16.
Proceedings for January 1873, Nos. 85 to 115.

consideration, and that the Government of India has already suggested a return to the 10 word unit, and the possibility of reducing the cost of telegrams by the use by the Government Telegraph Department of registered addresses.

3. The correspondence now forwarded is for the information of the Chamber only, and is not to be published.

Reporting Vessels in the River by the Commercial Code of Signals.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 9th April 1873.

By Notification No. 17, dated 6th December 1869, the Governor-General in Council directed that, in order to promote the exclusive use of the Commercial Code of Signals in Her Majesty's Indian possessions, the use of Marryatt's Code of Signals should be discontinued in all parts of India from the 1st July 1870, and that on and after that date no signals would be made or answered from Government stations on shore or by Her Majesty's ships at sea except by means of the Commercial Code of Signals.

It would appear however that that order has not been fully observed, for up to the present time inward-bound vessels using Marryatt's signals have been reported by that Code, though the authority under which the order has been relaxed in that respect cannot be traced by the Chamber.

With regard to outward-bound vessels however the order *has* been attended to; and in all instances where the movements of vessels have not been reported in the Telegraph Gazette the omission has been caused by their own neglect to hoist the Commercial Code Signals, or by having no such signals to hoist.

This neglect and its necessary consequences have been the occasion of a recent reference to the Chamber, and I am instructed by the Committee to submit the subject for the consideration of Government.

In superseding the Code of Signals which had been so long familiar to the British merchant service, the object of Her Majesty's Government was that all nations should agree to use one distinctive set of flags for commercial purposes, and thus complete a mode of universal communication; and the notification of the Government of India was intended to assist in carrying out that object.

But it is obvious that the end in view cannot be attained so long as the present system is continued, under which a not inconsiderable proportion of the shipping visiting the port of Calcutta is permitted to be reported inwardly by signals the use of which it is specially desired to discontinue, and which suffers vessels to leave the port and river without shewing any signals at all.

In the case of vessels entering the Hooghly for the first time, the commanders of which are perhaps ignorant of the Government order, it is reasonable and proper to relax the rule, but with regard to vessels leaving Calcutta there can be no difficulty: commanders should be made

fully acquainted with the order, and if they fail to furnish themselves with the Commercial Code Signals while in port their detention should be the resulting penalty, pilots being peremptorily ordered not to pass a signalling station unless the ship hoists her number or name according to that Code.

The indifference of a master whether his ship is reported or not is no reason why he should not comply with an order the observance of which may be of material consequence to others, the charge of whose property is in his hands; (it would not be difficult to illustrate how very seriously shippers of cargo in such a vessel might be affected by such neglect;) and in the general interests of commerce he should be compelled to discharge obligations which may be fairly claimed from him.

The Government order does not make it *compulsory* to exhibit the Commercial Code signals; it merely forbids the reporting of vessels that do not shew them: probably it is considered doubtful whether the Government can force a vessel to carry or hoist them; but the Committee of the Chamber apprehend that Government has the power to withhold pilotage services from any vessel that refuses to comply with orders issued in the interests of the trade of the port.

No reply has been received to this letter.

Regulations for exhibiting Storm Signals.

*From Chamber of Commerce to Govt. of Bengal.
Calcutta, 17th March 1873.*

The Committee of the Chamber of Commerce desire

me to express the satisfaction with which they notice the regulations for exhibiting storm signals by day and night, for the information of the shipping in the river; and the order which forbids pilots to proceed beyond Diamond Harbour or put to sea from Saugor in the event of the probable approach of a Cyclone.

The Committee believe that with proper observance of the signals and obedience of the order just issued mariners will escape disasters similar to those which occurred last year.

NOTICE TO MARINERS.

The Notification dated February 22nd, 1873, and published in the *Gazette* of the 5th of March 1873, on the subject of storm signals, is hereby cancelled, and the following Notification is published instead of it:—

When there is bad weather in the Bay of Bengal, the following signals will be hoisted at the Flag Staff near the Light-house on Saugor Island; at Mud Point; at the Flag Staff, Diamond Harbour, near the Telegraph Station; at the Flag Staff near the Government Dock-yard, Kidderpore, and on the roof of the Sailors' Home—

DURING THE DAY.

Bad weather Signal.—A single cone indicates that bad weather is probable.

Warning Signal.—A black double cone indicates that a cyclone is probable, as a cyclonic vortex is believed to be forming in the Bay.

When this signal is up Pilots will not put to sea,

unless in their judgment the local weather symptoms are such that this course is not imprudent; and unless the Master, concurring in this opinion, distinctly takes upon himself the responsibility of going to sea, and gives the Pilot a writing to that effect.

Danger Signal.—A black drum indicates that a cyclone is approaching, a vortex having been formed. When this signal is hoisted, Masters or Pilots in charge of vessels are forbidden to put to sea from Saugor, or proceed down from Diamond Harbour, and should make their vessels as snug and secure as possible.

AT NIGHT.

The following signals only will be used:—

Warning Signal.—Three lights in a triangle, cyclone probable.

Danger Signal.—Four lights in a square, cyclone approaching.

The following rules for the guidance of Running Pilots are also published for general information:—

RULE 28A OF THE RULES FOR THE GUIDANCE OF RUNNING PILOTS.

Rule 28A.—When the warning signal, as described in the Notification of the 12th April 1873, is hoisted on the Flag Staff at Saugor Island near the Light-house, or at Mud Point, officers in pilotage charge of vessels will not put to sea, unless in their judgment the local weather symptoms are such that this course is not imprudent; and unless the Master, concurring in this opinion,

distinctly takes upon himself the responsibility of going to sea, and gives the Pilot a writing to that effect.

Rule 28B.—When the danger signal as described in the Notification of the 12th April 1873, is hoisted on the Flag Staff at Saugor Island near the Light-house, or at Mud-Point, officers in pilotage charge of vessels shall not put to sea, but should make the vessels under their charge as snug and secure as possible; nor should they proceed below Diamond Harbour when a black drum is hoisted at the Flag Staff near the Custom House.

A. BAKER, *Captain,*
Deputy Master-Attendant, in charge.

Trade between India and the Port of Odessa.

*From Govt. of India, Department of Agriculture,
Revenue and Commerce, to Chamber of Commerce.*

Calcutta, 27th January 1873.

I am directed to forward, for information and for any remarks the Chamber may wish to make, copy of a letter from Her Majesty's Consul General at Odessa, dated the 22nd November last, on the subject of trade between India and that port.

From Her Majesty's Consul General to Government of India, Foreign Department.

Odessa, 22nd November 1872.

I have had the pleasure of receiving your letter of the

21st September in which you have asked me, on the part of His Excellency the Viceroy and Governor-General of India for information relative to the trade which has recently sprung up between India and this port through the Suez Canal, and of the prospects of that trade, and I will now endeavour to reply to your inquiries.

Early in March 1871 two ships of the Russian Steam Navigation Company (which is subsidised by the Government) were despatched from this port as an experiment, to the Indian Seas—one, the "Nakhimoff," termed a Steam Transport, nominally of 3,200 tons burthen, was directed to Bombay, the other, the "Ichikatcheff," also a Steam Transport of 3,600 tons nominally, to China. They took from this only coals as there is absolutely no merchandise suited to the markets of India or China to send from this country. These vessels returned in May and July respectively with cargoes, that, from Bombay bringing 4,539 bales of Cotton and 520 packages of Rice, Coffee, Gum, and Pepper for Odessa after discharging on her way 1,958 bales of Cotton for the Mediterranean. The "Ichikatcheff" brought 34,425 chests of China Tea, nearly all these goods on arrival here were forwarded on to the north.

The freight gained on these return cargoes, especially on that from China, was understood to have been remunerating as such, and the trial, I believe, would have been deemed successful had there been any goods to send on the outward voyage. To carry coals from this to one or two coaling stations on the way could never

be an advantageous mode of provisioning whilst the coal is derived in a great measure from England—so that the outward voyage was a dead loss in the enterprise. The articles of exportation from this consist chiefly of Grains, Flour, Oil, Seeds, Wool, Tallow, Hemp, Flax and Hides, none of which would be suitable, as cargoes for the Indian Seas so that the difficulty at the very outset of the enterprise appears to be, for the present, insurmountable.

In the course of this year, however, the “Nakhimoff” has made two more voyages to Bombay and the “Ichikatchoff,” one to China whilst a third vessel, the “Rossia” was directed from England to China.

The “Nakhimoff” on her two return voyages has brought the following merchandise to this port, namely :

On 12th March 1872, 6,204 bales of Cotton after leaving on the way 625 bales for the Mediterranean.

On the 16th July 1872,

2,050 bales of Cotton.
100 casks of Coconut Oil.
62 cases of Ginger.
70 cases of Cloves.
62 cases of Gum.
22 cases of Gollinga.
13 cases of Sundries.

} After leaving on the
way 1,714 packages
for London and
2,605 packages for
Suez and the Medi-
terranean.

The “Ichikatchoff” and “Rossia” brought from China respectively 37,329 and 35,928 chests of Tea, and an

English vessel the “Danube” arrived in September direct from China with 1,300 tons of Tea, and 16 bales of Silk, which details, as far as they relate to Russian vessels, have been obtained with difficulty, as the Russian Company is jealous of any inquiry into their affairs. Almost all the above goods received here, were, like the preceding ones, destined for the north from whence proceed the orders for their purchase in the east.

It was hoped that by sending the vessels of the Company to England with Grain, &c., and thence with cargoes for the Indian Seas, the disadvantage the trade labours under in consequence of their being nothing to ship direct either to India or China from this port, would have been overcome, but I am told that in the trial made this year, the result was not satisfactory owing to freights in England being low.

With respect to the consumption of Indian produce in this country, as the direct trade is of such recent date, little can be positively stated. The country had previously been supplied with what it required of such articles from England by sea or through Germany, and I find from returns for the years 1858—60, and for 1864 (the latest I can procure) the value or qualities given of several articles of importation of common production in India, for the entire consumption of this country, which I will put down in the subjoined table, premising however, that probably few of the goods referred to were of Indian origin :

Table of some Imports into Russia.

ARTICLES.	From Eng- land direct.	From Persia, Cen- tral Asia, &c.	Quality or value of Imports from all countries.
Cotton in 1864 ..	£25,00,000	{ From 1855-56, } 25,000 tons }	From 1858-59, 42,000 cwt.
Indigo " " " "	" 2,61,000	" " " "	In 1864, 12,535 "
Tea " " " "	" 3,17,000	" " " "	" " 1,175,500 worth
Silk " " " "	" 2,000	" " " "	" 1860, 615 cwt.
Coffee " " " "	" 2,20,000	" " " "	" 1861, 4,45,230 "
Raw Sugar in } 1864 ... } Quantity very small. }		" " " "	" " 10,73,700 "
Rice in 1861 ..	.....	" " " "	" " 50,000 "
Spices, (Pepper, Ginger, Pim- ento, &c.) ..	.....	" " " "	" " 15,000 "

Gum Olibanum (used as incense) two or three kinds of incense are largely consumed in Russia.

Turnerie and Golvinga Root—imported in small quantities.

Opium—Consumption in Russia quite insignificant and only for medical purposes.

The greater part of the cotton mentioned in the foregoing table was of American growth.

The whole of the cotton manufacturing industry of Russia was valued by Mr. Mitchell at £12 millions sterling for the year 1864, about 250,000 persons of both sexes were employed in the cotton mills before the Ame-

rican war, and some 750,000 more were supposed to be engaged in the villages of the country in spinning, weaving and printing cotton. In the provinces of St. Petersburg, Moscow and Vrandemir there were sixty cotton mills working 1,500,000 spindles, and it is reasonable to suppose that since then the consumption of cotton may have been on the increase in Russia whenever a full supply of the article was procurable in consequence of the success which has attended the establishment of native manufactures and the high appreciation they have obtained in the opinion of foreigners a success which, whilst the present protective measures are continued, can scarcely fail of producing a further development of that branch of industry which is at present only in its infancy.

The importations of cotton direct from India to this port have, I believe, been principally or entirely for one firm at Moscow, but an opening for the trade through this place having been found, I doubt not the advantages this route possesses over any other will gradually attract general attention, and that in time the country will be largely supplied with the productions of India through Odessa, though in commerce as in every thing else progress in Russia is very slow, and commercial enterprise at a very low figure; I am told that as a rule the actual importations into this country may be taken as the measure of the demand or consumption since only just what is seemingly required for home use is ever brought from abroad which shows how little the spirit of enterprise or speculation is astir and the great manufacturers being likewise the importers of the produce they consume, the trade even in an article like cotton passes through few hands.

I cannot learn that the Indigo you mention has been landed here. Possibly it has been smuggled or sent via Germany which route seems to offer some advantages over this for illicit trade.

The Tea produced in India, and of which samples have been brought to this country, is not liked. Its strength is not appreciated in the absence of a better flavour and the cost is considered too high.

The direct trade which has been opened with India by Russian vessels cannot be termed a success; but it is understood to be partly supported by a subsidy or milage which the Government grants as an encouragement to or means of forcing a trade forward under the Russian flag. In this way it may of course be maintained so long as the sacrifice is made, but if left to itself such a trade must come to naught. Should the Russian Company however withdraw from it, the importations from India would no doubt be taken up by English ships and *steamers* would be pretty sure of finding cargoes for Western Europe at this port at most seasons, but particularly in autumn. There is however one chance in favor of the continuance of the direct trade to and from India in Russian shipping, and that is the development of coal fields in the country of the Don, and it is hoped that the produce may become an export of considerable consequence to countries in the circuit of the Mediterranean and possibly even to the Indian Seas.

I must apologise for this very imperfect sketch. In the impossibility of obtaining on the spot all the information I required, I addressed myself to a gentleman at Moscow for some details which would have rendered

this account more complete, but his answer does not come and I will not longer delay my reply to your letter.

P. S.—It strikes me that Odessa would be a very favourable point at which to establish a depôt of Indian produce—particularly of Cotton, Indigo, and Ceylon Coffee, but no English house of commerce has existed here since the Crimean War. I should be very happy to give you any further information should you desire it as far as it is procurable.

*From Chamber of Commerce to Govt. of India,
Department of Agriculture, Revenue and Commerce.*

Calcutta, 25th February 1873.

I am directed by the Committee to acknowledge the receipt of your letter No. 12 of the 27th ultimo, forwarding copy of a communication from Her Majesty's Consul General at Odessa on the subject of trade between India and that port, and to inform you that the papers have been circulated to the members of the Chamber who have expressed great interest in them.

**Report on the Dhanwa Gum and Ral Resin from
the Central Provinces.**

*From Govt. of India, Department of Agriculture,
Revenue and Commerce, to Chamber of Commerce.*

I am directed to send you the accompanying specimens of Dhanwa Gum and Ral Resin received from the Central Pro-

vinces, and to request that you will be good enough to favor this department with the opinion of the Chamber on their marketable value.

*From Chamber of Commerce to Govt. of India,
Department of Agriculture, Revenue and Commerce.*

Calcutta, 28th September 1872.

I have now the pleasure to send copy of a report upon the specimens of Gums, Resin and Lac referred to in your several letters Nos. 527 of 25th April, 778 of 6th July, 908 of 2nd August, and 1020 of 24th August.

REPORT.

Sample No. 1—labelled *Ral (Resin)*—is a very pure specimen of Gum Dammar, being free from dross, dust, and other foreign matter. This Gum-resin (for so it should be called, the term Gum applied to it being a misnomer, as it does not dissolve in water) is at present in great demand, owing to a paucity of stocks and the near approach of the Doorga Poojah festival, when it is burned by the Hindoos before their idols. It is the produce of *Chloroxylon Dupada*. Of the several species of Dammar that find their way to this market, this sample is exactly like what comes from Orissa, a quantity of which we sold not long ago at Rs. 6 per bazar maund. This sample is worth from Rs. 7-8 to Rs. 8-8 per bazar maund.

Sample No. 2—labelled *Dhanva Gum*—is described to us as Gum Babool. It is very much mixed with bark and consists rather of garbles; such a quality would be almost unsaleable, its nominal value being Re. 1 to 1-8 per bazar maund.

Sample No. 3—labelled *Chironjer*, botanical name, *Buchanania latifolia*, called "pear" or "peal" in Hindustani, has no specific term applied to it in the bazar. It sells in small quantities under the general name of "Gum", and is valued at Rs. 5 per bazar maund.

Sample No. 4—labelled *Dowra*, botanical name *Conocarpus latifolia*, is also described to us as Gum Babool, and is worth Rs. 2 per bazar maund.

Sample No. 5—labelled *Kurria*, botanical name *Sterculia urens*, is Gum Kutera, and has a close resemblance to Gum Tragacanth. It is taken in the morning by the natives here, soaked in water, as a cooler. It is applied to the same uses as Tragacanth, being chiefly employed in stiffening crapes. This is a picked sample, but we doubt if a large lot of such a superior quality could be offered. It is in good demand for the American market. Its value is Rs. 7-8 per bazar maund.

Sample No. 6—labelled *Molteen*, botanical name *Oodina Woodier*, is stated to be an inferior description of Gum Kutera and valued at Rs. 4-8 to Rs. 5 per bazar maund.

Sample No. 7—labelled *Lak*, *Sticklac*, procured from the *Ficus Religiosa* (Popul) and *Ficus Indica* (Bur) is unfortunately too much bruised to fetch the full value of pure lac, which this sample appears to be. If the incrustations were in an unbroken state, such a sample ought to be worth Rs. 25 per bazar maund. As it is, we should not value it at over Rs. 14 per bazar maund.

Sample No. 8—labelled *Seemli*, botanical name *Zizyphus flor-nosa* is here termed *Panchatthalab*, or the produce of five, *i. e.* of several trees. It is nominally worth Re. 1 to 1-8 per bazar maund, but is unsaleable.

None of the above Gums, except Kateera, could be readily placed in this market. They were at one time in much request, but have ceased to be so since the manufacture of Chappalis or printed cloths have been in a great measure discontinued in Calcutta, owing to their being printed much better in England. Sticklac and Gum Dammar are in great scarcity here and would sell immediately at remunerative prices, provided Sticklac were imported in large pieces.

From Government of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Calcutta, 11th February 1873.

With reference to your letter dated 28th September 1872, I am directed to forward, for the information of the Chamber of Commerce, copy of a despatch from Her Majesty's Secretary of State for India, No. 19, dated 31st December 1872, and of Dr. Forbes Watson's Memorandum summarizing the results of the examinations made in England to ascertain the value of Gums and Resins received from the North-Western Provinces, the Central Provinces, Burmah, and Hyderabad.

No. 19.

From Her Majesty's Secretary of State for India, to the Government of India.

India Office, London, 31st December 1872.

I have received and considered in Council Your Excellency's despatch, dated August 19th (No. 18) 1872, requesting that reports on the market-value of gums and resins from the North-West Provinces and Hyderabad

may be obtained; and forwarding specimens, together with reports on the annual quantity that can be supplied from each province.

2. The gums and resins referred to in Your Excellency's despatch have been submitted for valuation to two brokers and two gum merchants; and I herewith transmit a summary of the results of their examinations, together with a report upon the subject by Dr. Forbes Watson.

The gums and resins alluded to in letter No. 18, India, Revenue, Forests Department (1872), have been received as follows:—

FROM THE N. W. PROVINCES	{	"Simli" gum of <i>zizyphus</i> <i>flecucosa</i> .
		"Lac" from <i>ficus religiosa</i> and <i>ficus Indica</i> .
FROM THE CENTRAL PROVINCES	{	"Dhawa" gum.
		"Dhammar of <i>Shorea</i> <i>robusta</i> .
FROM HYDRABAD	{	Dhowra gum of <i>Conocarpus</i> <i>latifolia</i> .
		"Mohin" gum of <i>Oodina</i> <i>Wodier</i> .
		Chironji gum of <i>Buchanania</i> <i>latifolia</i> .
		"Karrai" gum of <i>Sterculia</i> <i>urens</i> .
		"Thingan" resin of <i>Hopea</i> <i>odorata</i> .
FROM BRITISH BURMA	{	"Tingyoo" turpentine from <i>Pinus Khasyana</i> and <i>Pinus Massoniana</i> .

These have been submitted for valuation to two brokers and two gum merchants, the result of whose examination are summarized below :

SAMPLES	BROKER, No 1.	BROKER, No. 2.	MERCHANT No 3.	MERCHANT No 4.
"Simil", <i>Zisphur flexuosa</i> North Western Provinces.	Low Arabic picking; good value.	Arabic dark, in- ferior, at 5 per cwt.	Very dirty, dirty, and blocky, hardly pay- able.	Block, dark, quite unusu- able.
"Dowra", <i>Conocarpus latifolia</i> , Hydrabad.	Inferior gum Arabic, drossy weak, at 15 per cwt.	Arabic glossy gum, at 25 to 30 per cwt.	Low Arabic kind, partially so- luble, at 10 per cwt.	Mucilaginous, weak, 25 per cwt insoluble of clean, at 15 per cwt.
"Karnal", <i>Strobilanthus</i> Hydrabad.	Low Tragacanth of Reg. partly insoluble, at 30 per cwt.	Tragacanth, Hog, large, at 40 per cwt.	Hoggy, Tra- gacanth, at 50 per cwt.	Tragacanth kind insoluble.
"Mohin", <i>Ocotea Fendleri</i> , Hydrabad.	Gum Arabic kind too low for this mar- ket.	Arabic Hoggy, mixed, at 25 to 30 per cwt.	Similar to Chi- ronji, but more pulpy, at 10 to 15 cwt.	Mucilaginous with viscid Insoluble matter, little or no value.
"Chironji", <i>Buchanania latifolia</i> , Hydrabad.	Inferior gum Arabic, part insoluble, and low, at 25 per cwt.	Tragacanth and Arabic mixed, dark, at 25 per cwt.	Inferior Acacia type fairly so- luble at 15 to 20 per cwt.	Similar to Mo- hin, drossy and with more bark.
"Dhawa", Central Pro- vinces.	Too low for this market.	Arabic glossy drossy, inferior, at 15 per cwt.	Lower kind of "Dhawa", at 5 per cwt.	Similar to "Dhawa", but more dark; insoluble.
"Tibugan", <i>Dioscorea</i> , British Burma.	Low cuscuta copal would not pay charges.	Dammar mil- ky, small piece at 25 to 30 per cwt.	Low soft copal resembling common Na- ranya, at 20 per cwt.	Copal similar to Naraya copal at 30 to 50 per cwt.
"Bai", <i>Shorea robusta</i> , Central Pro- vinces.	Low cuscuta copal would not pay charges.	Copal redious, drossy, at 15 per cwt.	Weak flexible resin, at 5 per cwt.	Copal similar to Naraya copal at 15 per cwt.
"Lau", <i>Forsteria villosa</i> , Guzerat and Java Islands.	Small drossy at 10 per cwt.	Drossy mixed at 10 per cwt.	Fair colour, me- dium quality at 15 per cwt.	Small drossy pale kind at 70 to 60 per cwt.

By reference to these reports it will be noted that the Simil gum obtained from *Zisphur flexuosa* is of such dark color and inferior quality as not to be saleable in this market at a price to pay freight and charges. The "Dhawa"

gum from the Central Provinces obtained but a little better report, and it may be presumed that this quality would not pay for export.

The remaining gums, "Dowra" from *Conocarpus latifolia*, Mohin from "*Ocotea Fendleri*," and Chironji from *Buchanania latifolia*, may all be accepted as representing a low class of Arabic gum, and as such may be compared in price with that gum in this market. Broker No. 2 rates these three above-named kinds at from 22-6 to 30 per cwt; the market price of Turkey gum Jeddah at the same rate being about 25s. per cwt. Hence it will be seen that the "Dowra," Mohin, and Chironji gums sent for report may be entered as equal in price and quality to Turkey gum Jeddah.

If the price quoted by the Officiating Deputy Conservator of Forests at Hydrabad as that for Dowra gum, namely, £14 per ton, be accepted as the normal rate, then from £10 and upwards remains to pay freight and charges and secure a profit upon consignments to this country. This is the conclusion which the reports justify us in forming. It is worthy of notice that these samples of gums are not so good as they might have been, had more care been exercised in their collection. All the samples are more or less drossy and mixed with pieces of bark. The gum itself is subject also to selection, since the separation of the brown from the white pieces would raise the value of the latter. The market value, it may fairly be presumed, would be augmented considerably by the gum being cleaner picked, and the browner portion separated from the whiter, the latter only being exported.

The Karrai gum, obtained from *Sterculia wrens*, belongs to a different class, namely, that a low Tragacanth, and the sample sent is valued at from 30 to 45 per cwt. This again would be increased in value if picked over, and the brown pieces excluded. The pale gum thus left would probably approximate more nearly to the price of Hogg's Tragacanth, of which the present value is about 70s per cwt.

The two resins are of a very low quality, and that of the Sal *Shorea robusta* would scarcely pay to export to this country. The Thingan from *Hopsea odorata* is small and valued at from 20 to 40 per cwt. Its nearest allies in the London market are common Manilla and Lisbon copal, the value of which respectively are about 28 and 37 per cwt. The market value of this resin in British Burmah is stated (despatch No. 20 of 1872) to be about 4d per lb. If so, it would be useless to send it to this country to compete with Manilla copal, 3d, and Lisbon copal at 4d per lb.

"Lac" is so well known in the market as not to call for any special remarks, except that the present sample is valued by the brokers at 40, and the merchants at 70 per cwt. The principal objection urged against it is that of its being "small and dusty."

The crude turpentine from British Burmah has been very favorably reported upon. It is the produce of *Pinus Khasya* and *Pinus Massoniana*, the market rate being about 4d per lb. in Burmah. The reports of the two firms to which the sample was submitted for valuation are No. 5: "We have submitted the crude turpentine to the trade,

and have their report to the effect that it appears to be of very fair quality. We estimate the market value would be from £12 to £14 per ton." No. 6 "have carefully examined the sample of rough or crude turpentine and found the quality to be fine and equal to any ever imported from the United States, where the distillation for this market and that of the continent (Bordeaux excepted) is carried on; crude has ceased to be an article of import. There was not any in 1872, 1871, 1870, or 1869, whereas twenty years ago it was a great trade; the nominal value of sample before us would be 13s 6d per cwt.

Manifestly, if the value in Burmah of this turpentine is about 4d per lb, or 37 per cwt., and its value here is only from 12s to 14s per cwt., it would be far better to rely upon home consumption.

The only gums, therefore, which could be sent to this country with any chance of profit or success (in so far as the present reports help us to an opinion) are gums of the Acacia kind, and probably also the Tragacanth. Resins of the copal kind, as shown by Mr. Broughton (No. 794, 30th June 1868), would have to compete in this market with the best copals, and therefore could hardly realise remunerative prices. It would be well if samples of other good soluble gums were sent over for report, taking into account what has already been suggested as to picking it more carefully so as to exclude the fragments of bark, and sorting from it the darker pieces. The gums of *Acacia Arabica*, *Acacia catechu*, *Feronia Elephantum*, and *Azadirachta Indica*, if clean and pale, and can be had in quantity, should be valued, for which purpose 10lbs of each would suffice. Mixed gums containing pieces differing in solubility

or including bark and other foreign substances, should not be placed in competition with the cleaner and more homogeneous gum Arabics of the London market.

FORBES WATSON.

The 16th December 1872.

No. 262 to 265.

Copy forwarded for information and guidance to the N. W. Provinces, Chief Commissioner of the Central Provinces, and Resident at Hyderabad, British Burmah.

By order of the Governor-General in Council,

DEPARTMENT OF AGRICULTURE,
REVENUE AND COMMERCE;
(FORESTS.)

Dated the 11th February 1873.

(Sd.) J. GROGHGAN,
Under Secy. to
Govt. of India.

Report on samples of Gums and Resins from Mysore.

From Government of India, Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

Calcutta, 20th November 1872.

The Chief Commissioner of Mysore having reported that he has sent 10lbs of each of the Gums and Resins noted in

* Sticklac, Bile Dupa, Kare Dupa, the margin" to the Chamber of Commerce, Calcutta, I am directed to request that the Government of India may be favored with an opinion as to their market value.

Notes on Gums procurable in Mysore and Coorg.

(1.) "*Sticklac*."—This dye is produced in all the three divisions of Mysore, but chiefly in that of Nundidroog. It is obtained from the incrustations made by an insect on the branches of several kinds of trees, chiefly on the "*Vatica Laccifera*." The lac insect thrives well in Mysore, and might by cultivation be raised to any extent on trees growing on barren soil which would otherwise yield no return.

The price of this kind in Bangalore varies from Rs. 7 to Rs. 8½ per maund of 24 lbs.

No data exists for estimating the quantity procurable annually, as this product is collected in so many places by several petty contractors, but the supply in the province is large and in the event of a brisk demand for it arising would no doubt be considerably increased.

(2.) "*Bile Dupa*," "*Kare Dupa*," are, the Conservator states, the produce of the *Vateria Indica*, a tree very abundant in parts of the Nuggur District of Mysore. At present there

* *Bile Dupa* ... Rs. 7 0 0 is no regular trade in this
Kare Dupa ... " 4 8 0 gum. The specimens* were

procured in Bangalore at Rs. 7 and Rs. 4-8 per maund. Should the gum be approved and the rates for which it may be sold in Europe communicated, endeavours will be made to stimulate the supply.

Doctor Oswald, the Superintendent of the Mysore Museum, thus speaks of the first kind "*Bile Dupa*."

"Its color varies from light-green to light-yellow resembling amber and it is very hard. It is used as a fragrant resin in temples and is the product of the *Vateria Indica* a tree very abundant in the western jungles of Mysore, and could I believe be procured in large quantities."

Regarding the "Bile Dupa" the following notice is given of it in Colonel Yule's *Marco Polo* (vol. ii page 332) :—

"*Vateria Indica* producing the Indian Copal or gum Anime "of the English market. The northern limit of this appears "to be North Canara, but it is now exported from Bombay "and might have been from Tana. It is the *Chloroxylon* "*Dupada* of Buchanan, and I imagine the *Dupa* or *Incesus* "*Tree* of Rheedi (Hort. Malet IV). The Hindus use it as "*incense*, sometimes forming it into fragrant tapers. Garcias "*thinks it is the *Cannarium* of the ancients. It is used as a* "*substitute for pitch, and is probably the *thus* with which Joseph* "*of Ganganor says the Indian vessels are payed."*

If, Colonel Sankoy observes, this gum Anime be as is presumed, of value in Europe there is an abundant supply now procurable from the fine old avenues in Nuggur planted as is generally understood in the time of Shivapa Naik, and will be very much greater in future, as the Superintendent of Nuggur (Major Hay) has had young plants of the splendid "Dooptee" from which this gum is derived, planted along a great number of the new and old roads.

"*Kurri Doopta*."—Doctor Oswald says is the product of the *Cannarium Strictum* and not the *Vateria-Indica* as stated by Captain Vansomeron. It is a very hard resin with a blackish vitreous fracture. Mr. Broughton considers that it offers little chance of usefulness in Europe as many better resins can be obtained in the market at a less price. It furnishes the "Black Damor" used in India as bottling wax, &c.

(3.)—*Babul gum* (from the *Acacia Arabica*) called in Canarese Jali Mara. This tree is stated by the Conservator of Forests to be very abundant throughout the country, and much prized by the ryots on account of its timber, and allowed to grow over

their fields as its light foliage does the crops but little if any harm, and that although the supply is but small at present, it could be very largely increased were an active demand for it to arise.

The gum costs at Bangalore from Rs. 6 to Rs. 8 per maund of 24 lbs.

Doctor Oswald writes thus, *Babul* is the product of the *Acacia Arabica* which grows abundantly all over the country, often in very strong soil and in Black Cotton soil where other trees will not grow (as at Hurrihur). It is commonly met with in the bazar and is used in all our hospitals as a substitute for "Gum Arabic," but it is inferior to that imported from England which is the product of the *Acacia Vera* whose habitat is Arabia and Egypt. There is a fine specimen in the Mysore Museum from Hurrihur, where the tree is abundant; it is of a pale straw color, and has been carefully collected. Another specimen in the Museum from Toomkoor is of a dark color from impurities, as met with in the bazar, it shows evidence of being carelessly collected. Doctor Oswald considers that with greater care in its collection, the quality could be much improved.

"*Dindaga Gum*" the produce of the bono *Carpus Latifolia* sells in Bangalore at Rs. 4 to 5 per maund of 24 lbs, and difficult to procure in a pure state, but the source of supply is very large, the tree being reported by the Conservator of Forests very abundant in portions of all three of the divisions of Mysore.

Doctor Oswald considers this Gum inferior to "Babul Gum."

5. *Ral*.—Says the Conservator is produced on the Shorin Robasta in Coorg, and as the demand for it is small, very little is done in the way of collecting it, although the tree is common

in the South Coorg jungles, Doctor Oswald states that he has no specimen of this gum resin in the Museum and has never himself seen any—but that O'Shaughnessy says it constitutes the "Damner" of the Bengal bazar, that Biddon says this tree the "Shoea Robusta" does not grow in the South of the Madras Presidency, and that the supply obtainable from Coorg must in his opinion be too limited to be of much use.

Regarding *Ral* (*Shorea Robusta*) the Chief Commissioner presumes with Doctor Oswald that the supply of it must be very limited.

Doctor Balfour in his "Timber trees of India" observes that the tree is said to grow in the Palghat (query Balaghat) mountains and to a limited extent on the West Coast, Colonel Sankey observes that he never heard of the *Ral* in this part of India, and that if Captain Vansomeren the Conservator be correct, its propagation as a timber tree, quite apart from the production of gum, would be most valuable, and that as regards *Dindiga* (*Conocarpus Latifolia*) gum the only notice he finds of it in Buchanan's Mysore, is in speaking of the Bangalore market in A. D. 1800, where he observes (vol. 1 page 142) "The *Dindeega* gum might be had to the extent of two or three hundred maunds or from 4850 lbs to 7275 lbs a year.

The tree is no doubt found widely spread in the Province as noted by Captain Vansomeron especially in the Konkanhully jungles.

Doctor Oswald in concluding his remarks—from which extracts have been given above—thus writes :—

"I wish to take this opportunity of bringing to notice the tallow known as "Gamboge Butter," and which I believe "would prove of considerable commercial value.

"The Gamboge tree grows extensively in Mysore, and a large supply could be obtained. The tallow is obtained from the seeds of the Gamboge tree by boiling, and is used by the poorest classes in cooking, it would be likely to prove valuable for lubricating purposes—some years ago I sent a cooly load of it down to the Agent of the Madras Railway Company for trial as lubricant, and it was well reported on, but the uncertainty of the supply prevented any demand for it.

"With the special Forest Agency which now exists however perhaps a supply could be more easily obtained.

Chamber of Commerce to Govt. of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 10th February 1873.

I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 1304 of 20th November last, and the samples of Gums and Resins from the Chief Commissioner of Mysore, and to forward the annexed copy of report upon them.

REPORT.

1. *Sample of Stick Lac.*—This is what Messrs. Howard Brothers of Mirzapore, the well-known manufacturers of Shellac and Lac Dye, say about it :—

"We have tested the small muster of Madras Lac and we consider its value to be about 30 Rs. per maund in the present state of the market. The description of lac to which this sample belongs is not gathered in other parts of India until October, and it would be useful for the Government to enquire whether this was not gathered before due time as on

"account of the scantiness and poor quality of the dye colour we fancy it was not allowed to come to maturity. It would produce Shellac of a "Red Livery" quality."

The sample seems to me to be of very imperfectly formed Stick Lac, in consequence of which Messrs. Howard Brothers have given the above comparatively low quotation. Fully matured lac would I apprehend be worth now 4 to 5 Rs. per bazar maund above that quotation. But it must be borne in mind that present prices of Stick Lac are exceptionally high owing to the small outturn of last October gathering; and a continuance of these cannot I should think be reckoned upon, nor do I think is a trade in the article with this presidency likely to be developed as the prime cost of the sample in Mysore is as much as Rs. 20 per bazar maund (see letter from the Government) and the cost of carriage to this would increase that cost considerably. Besides Madras is the natural outlet for the produce of that part of India and not Calcutta.

2. *Bili Dupa*.—This is known in our bazar as "Kutcho Karpas," and would be sold at Rs. 6 per bazar maund, whereas the prime cost is Rs. 24 per bazar maund. It is used as incense.

3. *Kurri Dupa*.—called in the bazar "Ruzzun" of inferior quality; price Rs. 4 to 5 per bazar maund. Prime cost Rs. 15-6 per bazar maund.

4. *Babool gum*.—known in the bazar as "Gunth," quality is inferior, and is worth say Rs. 4 per bazar maund against cost Rs. 24.

5. *Dindiga gum*.—native name Gunth; price Rs. 6 to 7 per bazar maund against prime cost Rs. 15-6.

6. *Raj or Indian dammer*.—native name "Rajjua." The sample consists of two qualities, the darker being worth Rs. 9 to 10, and the lighter say Rs. 13 to 14 per bazar maund; I understand there is at present but a small supply of this article in the market.

It is evident from the prices quoted above that unless the samples can be laid down here at very much less than what they appear to cost, there is no chance of a trade in them springing up. I believe similar samples can be obtained from our own presidency, but I do not know at what cost.

I know this is a most meagre report, but as the disparity between our prices and prime cost is so great and renders business in the articles impossible it seems to me unnecessary to enlarge upon the subject.

Production of Bees-wax in India.

From Department of Agriculture, Revenue and Commerce, to Chamber of Commerce.

I enclose a letter from Mr. F. T. Foerster of Kempen, a town in Rhenish Prussia, soliciting information on certain points connected with the production of Bees-wax in India and its value as an article of commerce.

If you could give us information in any of the points noticed I should feel very much obliged.

*From Chamber of Commerce to Department of
Agriculture, Revenue and Commerce.*

Your note of 30th April has not escaped attention, and I have now the pleasure to place at your disposal a memorandum on Bees-wax which I hope will be acceptable to your correspondent Mr. Foerster, whose letter of 23rd March I herewith return, as also sample by Dák Banghy.

NOTE ON INDIAN BEES-WAX.

General remarks.—This staple of Indian trade is a commodity of great importance in the Eastern Archipelago. Its supply cannot however keep pace with its rapidly increasing demand, the main cause of deficiency being the absence of even an attempt at the domestication or cultivation of Bees. There are no apiaries in this country and the Wax is sought after by the natives in dense jungles and hilly tracts. The collection of Wax is carried out after a primitive fashion, and one that is quite subversive of its continued production (the Bees being destroyed by smoke) and without any regard whatever being paid to the seasonableness or otherwise of the period of collection. Small quantities are thus got together and sold to the traders in a raw state. The latter clarify it by boiling and skimming, and mould it chiefly into flat round cakes a few inches thick and forward it to the nearest marts or centres of trade in the district. These centres of trade which are the several sources of supply of this city, the peculiarities of the Wax obtained thence and other details relating to it, are shown in the annexed table.

Source of Supply.	Season.	Import in the Season.	No. of Cans in the year.	Quality and description.	Price Rupees.	Remarks.
Avam	Mid April to mid July	400	250	Yellow in Balls ditto	70	In raw state.
Bombay	Mid March to mid April	50		Yellow in Cakes	70	In former years imports amounted to 120 Standards.
Carachi	Mid January to mid March	250	a trifle	Ditto	70	
Cawnpore	Throughout the year	120 to 200		Yellowish White in ditto	68	
Cuttack	Mid May to mid July	100		Yellow and White	70	
Dacca and Sylhet	Mid Sept. to mid Nov.	300		Ditto	70	Sold at two Fats.
	Mid April to mid July	300		Ditto	70	
	Mid October to mid Jan.	200		Ditto	70	
Dacca	Mid April to mid July					
Zemindars Rajeporeah		300		White Yellowish White	65	Ditto.
Dchi	Whole year	10 to 20		White and Yellow	60 to 65	
Patachabul	Ditto	200 to 250		Yellowish White	65	The cakes are thick and quality much liked.
Mothianj	Ditto	10 to 20		Ditto and White	70	
Nepaul	Mid March to mid August	200 to 400		Yellow	70	Wax was formerly imported from this City, but it goes to a large extent now from Calcutta.
Patas	Mid March to mid June	200 to 250		Ditto	70	
Rampoon						
Titalah	Mid March to mid July	100 to 125		Ditto	70	60 to 67
Umsatun	Uncertain	100		Ditto	60 to 67	
		2120 to 3000		650 to 900		

* The Bazar mound is equal to 52½ lbs. Avordupois.

Prices.—The impetus of extreme prices, which have prevailed of late years for this article owing to a heavy export demand, has stimulated its collection. A statement

exhibiting the comparative prices of several years follow :—

Prices of Bees-wax ruling in the months and years noted below :—

1867	January	Rs. 52 to 56	July	Rs. 60 to 63.
1868	do.	" 75 " 80	do.	" 70
1869	do.	" 70 " 73	do.	" 45 " 50.
1870	do.	" 50 " 55	do.	" 54 " 60.
1871	do.	" 58 " 60	do.	" 60 " 65.
1872	do.	" 67 " 70		

Local Consumption.—The local consumption of Bees-wax in Bengal is chiefly due to the manufacture of wax cloth and candles which latter are largely burned at Hindoo festivals. The ornamentation of the numerous Hindoo idols consume no inconsiderable quantity, as also the neat toys representing trees, foliage, fruit, birds and other objects of nature, which are exposed for sale at the principal Hindoo and Mahomedan festivals and galas.

Export.—The principal destination of wax exported from Calcutta is the Island of Java where it goes either direct or via Singapore. At Samarang and Sourabaya there are numberless manufactories where Bees-wax is employed in printing the national article of dress termed "Sarangs". Wooden stamps are dipped into a mixture of wax and paint and variegated impressions made with them on cotton cloths. Bees-wax is exported to China from here as well as Singapore and is wrought into candles which are burned before the idols of the Chinese; it is also used for the preservation of a certain kind of medicine by encasing it with wax.

Annual exports of Bees-wax are shown in the accompanying table :—

Year.	Siam.	China.	France.	Gent. Straits.	Munt. Straits.	Banda.	Bangkok.	Peking.	Tientsin.	Java.	Total.	
											Cert. Q. B.	Cert. Q. B.
1867	331 1 1/2	23 0 0	135 0 0	567 1 1/2	61 1 1/2	223 3 1/2	0 0 0	0 0 0	0 0 0	0 0 0	1,657 0 19	1,657 0 19
1868	1,282 2 1/2	125 0 0	252 3 1/2	443 2 1/2	0 0 0	451 3 1/2	17 0 0	0 0 0	0 0 0	0 0 0	2,019 0 23	2,019 0 23
1869	1,411 0 0	415 0 0	0 0 0	0 0 0	0 0 0	2,275 0 21	0 0 0	75 0 0	0 0 0	0 0 0	4,615 0 25	4,615 0 25
1870	1,915 0 0	425 0 0	252 0 0	114 0 0	0 0 0	1,255 0 0	0 0 0	65 0 0	0 0 0	0 0 0	3,415 0 0	3,415 0 0
1871	425 0 0	1,025 0 0	252 0 0	232 0 0	0 0 0	125 0 0	13 0 0	45 0 0	0 0 0	0 0 0	1,425 0 0	1,425 0 0
1872	1,400 0 25	331 1 1/2	0 0 0	317 0 25	0 0 0	125 0 0	15 0 0	0 0 0	0 0 0	36 0 0	1,905 0 0	1,905 0 0
	1,252 2 1/2	23 0 0	0 0 0	0 0 0	0 0 0	223 3 1/2	0 0 0	0 0 0	0 0 0	0 0 0	3,415 0 0	3,415 0 0
	3,160 1 1/2	322 3 1/2	4,627 3 1/2	1,405 0 25	423 0 12	2,244 4	255 0 0	70 2 24	38 0 0	211 3 17	12,162 1 5	12,162 1 5

From January to May 1872.

Samples.—The (7) seven samples of the various descriptions of Bees-wax, which accompany this note, are classified under 3 heads, the Dasce (Zomindaree) and Assam being separately classed and numbered 1 and 2 respectively, and all the remaining samples grouped together as representing the qualities produced generally in all the remaining sources of supply.

Vegetable Wax.—No vegetable wax is known here as an article of trade but some of it is said to be imported from Cuttack.

Andaman wild-plantain fibre.

From Government of India, Department of Agriculture, Revenue and Commerce to Chamber of Commerce.

Simla, 9th September 1872.

I am directed to forward herewith 3 cwts. of the Andaman wild-plantain fibre, and to request that you will be good enough to move the Chamber to favor the Government of India with an opinion on its marketable value.

From Chamber of Commerce to Government of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 22nd January 1873.

In reply to your letter No. 236 of the 9th September I beg to inform you that the Andaman wild-plantain fibre

is reported to be "weak and harsh and suitable only for paper-making or any coarse purposes; demand for it would be uncertain, so it is hardly possible to fix a "marketable value," but probably at about 2 Rupees per bazar maund it would find a sale in the present market.

From Chamber of Commerce to Government of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 25th January 1873.

In continuation of my letter of the 22nd instant, I have to inform you that in order to test the value of the Andaman plantain fibre as a material for the manufacture of paper—for which purpose alone it appears to be at all suited, —I have sent the entire quantity received from you to the Bally Paper mills, the Managers having undertaken to convert the fibre and to report the result of the experiment.

From Chamber of Commerce to Government of India, Department of Agriculture, Revenue and Commerce.

Calcutta, 7th February 1873.

In continuation of my letter dated the 25th of last month, I beg to hand you a specimen of paper made from the plantain fibre, and the following remarks by the Managers of the Borneo Mills.

"Referring to the sample of Andaman isle grown fibre, sent to us by you to experiment upon as a paper-making fibre, we beg to inform you that we have so done, and enclose a sample of paper made from it with a slight admixture of Sunn-hemp. We consider that the stuff is good,

when mixed with a stronger fibre. We consider that it will be worth to us about £8 per ton delivered in Calcutta, and are prepared to take 50 tons a month at that rate."

Andaman pine-apple fibre.

From Superintendent, Port Blair and Nicobars, to Chamber of Commerce.

I have the honor to advise despatch by this opportunity of 1 lb 3 oz. of Pine-apple fibre in a parcel to your address.

2. The cost of manufacture per lb. is a little over 2 Rs. which may however be reduced if the manufacture of the fibre is undertaken to any large extent.

3. I shall be glad to learn the market value of this fibre.

From Chamber of Commerce, to Superintendent of Port Blair and Nicobars.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 567 of the 10th instant, and to thank you for the opportunity of examining the sample of pine-apple fibre which you have been good enough to place at their disposal.

Before the Committee can answer your inquiry however as to the value the fibre would realise in this market, it would be convenient to learn the cost of the article if it were prepared on a scale sufficiently large to admit of a reasonable quantity being sent here with the view of its being fairly tested in the produce market, the cost of pre-

paring a small experimental sample being obviously no adequate guide.

In the meantime the Committee will exhibit the sample you have sent and endeavour to gather information regarding its adaptability to the manufacture of textile fabrics and the value it is likely to command in the London market and its fair equivalent in Calcutta.

From Superintendent, Port Blair and Nicobars, to Chamber of Commerce.

I have the honor to acknowledge the receipt of your letter dated the 28th June last, and to inform you that I hope, during next dry season, to be able to manufacture a considerable quantity of the pine-apple fibre, when I shall not fail to send a further supply to the Chamber of Commerce with full details of cost and the quantity which the Settlement would be likely to produce.

From Chamber of Commerce to Superintendent of Port Blair and Nicobars.

The Committee of the Chamber of Commerce have been favored with your letter No. 930 of 11th instant on the subject of Pine-apple fibre, and they desire me to inform you that a firm here is willing to ship a ton of that article in order to ascertain its real market price provided they can get it at 2 shillings per lb. less shipping expenses.

The Committee are aware that the offer is about half of the rate mentioned in your letter of 10th June, but it may be in your power to prepare a large quantity at the reduced figure.

From Superintendent of Port Blair to Chamber of Commerce.

Referring to your letter of the 30th ultimo, I have the honor to inform you that owing to the urgent wants of the Settlement for labour on reclamation and cultivation projects, it is not in my power at present to do more in the matter of manufactures and preparation of fibres than is necessary to prove the exact value of the articles which these islands may ultimately be in a position to produce in considerable quantities.

When sufficient land has been cleared to provide the population with food, a considerable proportion of our convicts might no doubt then be profitably employed in the manufacture of fibres, oils and other articles of commerce, meanwhile I am quite unable to devote much labour to such purposes, and must restrict my operations to the merest experiments.

Although I am unable for the reasons stated to promise so large a quantity as a ton of the pine-apple fibre I will send the Chamber a parcel during the coming dry season which may be sufficient to test its value in the markets of Europe.

Catechu from Oudh.

From Government of India, Department of Agriculture, Revenue and Commerce to Chamber of Commerce.

The Chief Commissioner of Oudh having reported that he has sent 10 lbs. of Catechu to the Chamber of Com-

merce, Calcutta, I am directed to request that the Government of India may be favored with an opinion as to its marketable value.

From Chamber of Commerce to Govt. of India, Department of Agriculture, Revenue and Commerce.

The reference by the Chief Commissioner of Oudh regarding a sample of Catechu forwarded to this office for report and valuation was answered on the 17th instant, and I beg to hand you a copy of that report in acknowledgment of your letter No. 640 of the 15th instant.

Chamber of Commerce to Chief Commissioner, Oudh.

I am instructed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 1656 of 13th ultimo, and of the sample of Catechu therein advised, and to present the annexed report on that article for the information of the Chief Commissioner.

REPORT.

Your sample of Catechu must be treated as a drug for which there is a local trade, it is greatly used as one of the ingredients mixed with paan, and your sample by the dealers in the trade, is valued at about 8 Rupees, and had it been better refined would be worth 10 Rupees and upwards per maund, but your sample has not been well prepared, and contains much impurity.

As Catechu your sample is almost worthless, owing to some irregularity in its preparation, rendering it hard and dry instead of being in the condition of Rangoon quality

of a good dark chocolate color, and quite soft in consistency at this hot season of the year.

Fire-proof iron Safes.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 18th January 1873.

In April 1872 the Deputy Commissioner's catchery at Debrooghur was destroyed by fire. The Registrar of Luckimpore reported that all the registration records were destroyed; even those that were deposited in a so-called fire-proof safe were completely reduced to ashes. The Inspector-General of Registration was asked to report on the destruction of these records, and to suggest a remedy to prevent like accidents in future.

2. In the correspondence that ensued on the subject it was asserted that no so-called fire-proof safe is really fire-proof, unless it is imbedded in masonry, and that, when exposed without protection to a sufficient heat, any iron chest becomes red-hot, and its contents destroyed. The safes are therefore useless for the purposes for which they are employed.

3. It is of the very greatest importance that safes used for depositing wills and other valuable documents for safe custody should be impervious to fire; and the Lieutenant-Governor would be obliged if the Chamber of Commerce would favor him with their opinion on the value of the safes in ordinary use, and on the best means of providing security for the safe deposit of valuable documents.

4. A description of the safe in question is appended.

The iron safe under reference is by C. H. Crane of Wolverhampton, and its measurements are as follow:—

Outside.			Inside.		
	Feet.	Inches.		Feet.	Inches.
Length ...	2	$\frac{1}{2}$	Length ...	1	$8\frac{1}{2}$
Width ...	1	$5\frac{1}{2}$	Width ...	1	$1\frac{1}{2}$
Height ...	1	$3\frac{3}{4}$	Depth ...	1	$1\frac{1}{2}$

The weight is 3 maunds, or about 240lbs, and it has double plates on all sides; there is a handle on the lid shooting three bolts, and a patent lock on the centre of the lid locking the bolts when shut.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 18th February 1873.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 317 of the 18th of last month, on the subject of fire-proof iron safes.

They notice the special circumstances which have moved the Lieutenant-Governor to make inquiry as to the best means of providing security for the safe deposit of valuable documents, and the following remarks are submitted to enable His Honor to arrive at some conclusion in the matter.

As far as they can learn, the Committee believe that safes in ordinary use are by various manufacturers, and probably many have been purchased as fire-resisting;

but unless they have been constructed by Chubb, Milner, Hobbs, or other first class firm, the Committee apprehend that the safes would be unequal to the practical test of sufficiency in the event of fire.

The reputation of the first named manufacturer stands so high that it is scarcely necessary to do more than refer to it. The Committee believe that the Bank of Bengal at Head Office and all its Branches, the Oriental Bank, the Agra, Delhi, and others have Chubb's safes only, and probably a majority of commercial firms have the same.

Next in order the Committee would place Milner, whose manufacture of iron safes is very extensive; and the superiority of workmanship and the soundness of principle on which his fire-resisting safes are made, have been generally admitted.

The accompanying volume XIV of Exhibitors' prospectuses at the London Exhibition of 1851 contains information on the subject of preserving documents in fire-proof safes which may interest the Lieutenant-Governor, and the *Times* of 10th, last October, which I send herewith, has an account of experiments with Milner's fire-proof safes, which may induce His Honor to consider whether the singular success which attended the exceptional test to which they were put does not establish the point which he is anxious to arrive at.

If, however, His Honor is of opinion that the safes now in use should be utilised, the Committee would recommend that wherever it may be practicable a *well*

constructed vault should be built under the ground floor of a public office with a stout iron trap-door or entrance, sufficiently strong to resist crushing, which would be a complete safe-guard against the most destructive fire, and the commonest safes might thus be used for the deposit of Government records.

The return of the paper and book is requested when no longer required.

From Govt. of Bengal to Chamber of Commerce.

Calcutta, 22nd February 1873.

I am directed to acknowledge the receipt of your letter of the 18th February 1873, and to request that you will be so good as to convey to the Chamber the thanks of the Lieutenant-Governor for the information regarding fire-proof safes contained therein.

2. The book and the *Times* newspaper enclosed in your letter are herewith returned.

Accounts relating to Pilotage and Port Approaches.

From the Offg. Master Attendant to the Chamber of Commerce.

Calcutta, 16th November 1872.

In continuation of this office letter No. 6724 of the 13th instant, I have the honor to annex the State-

1. Statement shewing details of Dock Yard charges against Pilotage
2. Ditto ditto against Approaches to the Port.

2. The other items mentioned in your letter represents the cost of establishments maintained on account of the Port Approaches, detail of which establishments will be found in the accompanying extract from the Budget Estimates for 1871-72.

Statement of Dock Yard charges on account of the Approaches to the Port for the year 1871-72.

Names of Vessels, &c.	Naval Supplies.	REPAIRS, &c., EXECUTED IN		TOTAL.
		Builder and Surveyor's Department.	Steam Factory.	
Steamer Agitator	17,885	1,601	1,918	21,404
F. L. V. Comet	6,841	12,610	338	19,816
Do. Mermaid	9,607	920	105	10,682
Do. Meteor	12,240	1,307	202	13,848
Do. Planet	11,568	1,317	113	12,988
R. S. V. Fame	2,181	2,968	154	5,353
River Survey Department	170	1,533	...	1,703
R. S. V. Megua	9,184	7,000	188	16,471
R. S. V. Marie	2,500	2,259	58	4,907
B. V. Grappler	8,210	15,767	333	24,310
A. V. Vulcan	3,084	2,306	35	5,515
Row Boats	8,337	2,538	...	10,775
Boat Leadsman attached to Fame	492	260	...	752
Channel Buo Department	6,657	3,633	1,575	11,895
Cowcolly Light House	870	...	21	891
Saugor Light House	2,339	80	127	2,546
Hooghly Point Station and Boat	118	...	...	118
Kedgeroe Port	20	...	...	20
Diamond Harbour Moorings ... ..	...	...	72	72
Master Attendant's Panaway ... ..	...	129	...	129
Total	1,02,372	56,557	5,266	1,64,195

*Statement of Dock Yard charges on account of the Pilgrimage
for the year 1871-72.*

Names of Vessels, &c.	Naval Supplies	REPAIRS, &c., EXECUTED IN			TOTAL
		Builder and Sur- veyor's Depart- ment.	Steam Factory.		
Steamer Celerity	16,572	7,077	5,435		29,084
Steamer Undaunted	22,433	3,485	3,311		29,229
Pilot Vessel Cassandra	2,263	4,771	259		15,323
Do. Chinsurah	2,394	300	14		2,708
Do. Chinsurah	7,378	1,564	75		9,017
Do. Foam	11,143	6,706	602		18,451
Do. Guide	10,043	2,563	63		12,669
Do. Kedgeroe	8,995	4,562	381		13,938
Total Rs.	88,263	32,121	10,169		1,30,544

PORT WILLIAM;
MASTER ATTENDANT'S OFFICE,
Calcutta, the 16th November 1872.

S. G. BOON,
Offg. Master Attendant.

Extract from the Budget Estimates for 1871-72.

FLOATING LIGHT VESSELS.		1870-71.	1871-72.
Four Commanders @ Rs. 300		14,400	14,400
Mess-Money for ditto " 100		4,800	4,800
Four Chief-Mates " 150		7,200	7,200
Four Second ditto " 100		4,800	4,800
Bullock Money " 500		24,000	24,000
Shipping Fees " 12		576	576
Contingent Bills		600	600
Half Extra Crew rationed for fitting out		3,486	3,486
		60,512	60,512

Extract from the Budget Estimates for 1871-72,—continued.

LIGHT HOUSES. Saugor Island.		1870-71.	1871-72.
Superintendent		1,200	1,200
Assistant		720	720
Native Establishment		2,604	2,604
Half Telegraph Boat		1,152	1,152
Contingent Bills		50	50
		5,726	5,726
<i>Cooolly.</i>			
Superintendent		720	720
Native Establishments' pay		192	192
Ditto ditto provision money		63	63
		6,701	6,701
SURVEYING VESSEL. "Panc" for Surveyor.			
Commander the River Surveyor		7,800	7,800
Mess-Money for three officers		1,680	1,680
Chief Officer		2,400	2,400
Second ditto		1,500	1,500
Third ditto		900	900
Clerk		720	720
Crew at Rs. 519 per month		6,228	6,228
Bullock Money at Rs. 8 per month		96	96
Contingent Bills		250	250
		21,574	21,574
ASSISTANT SURVEYING VESSEL. "Mar" for Assistant Surveyor.			
Commander the Assistant River Sur- veyor		3,600	3,600
Mess-Money @ Rs. 60		720	720
Chief Officer " 150		1,800	1,800
Crew " 343		4,236	4,236
Bullock Money " 8		96	96
		10,452	10,452

Extract from the Budget Estimates for 1871-72,—continued.

	1870-71.	1871-72.
Row Boats No. 2 ...	1,416	1,416
" 4 ...	1,272	1,272
" 6 ...	1,020	1,020
" 8 ...	1,416	1,416
" 10 ...	1,200	1,200
" 11 ...	1,416	1,416
" Leadsman" ...	960	960
Mud Punt to carry Channel Order Book to Inward bound Vessels ...	1,032	1,032
	9,732	9,732
TIDAL SEMAPHORES.		
	1871-72.	1871-72.
Hooghly Point ...	480	480
Middle Point ...	240	240
Kodgeroe ...	240	240
Moyapore ...	120	120
Provision-Money ...	158	158
Contingent Bills (Bamboos, &c.) ...	200	200
	1,438	1,438
BUOY VESSEL.		
Commander ...	4,800	4,800
Mess-Money ...	1,200	1,200
Chief Officer ...	2,100	2,100
Second ditto ...	1,200	1,200
Crew ...	7,044	7,044
Bullock Money for ditto ...	144	144
Contingent Bills ...	180	180
	16,668	16,668

Extract from the Budget Estimates for 1871-72,—continued.

	1871-72.	1871-72.
STEAM DREDGE "AGITATOR"		
Commander ...	4,800	4,800
Mess-Money ...	1,200	1,200
Chief Officer ...	2,100	2,100
Chief Engineer ...	3,000	3,000
Second ditto ...	2,000	2,000
Third ditto ...	1,500	1,500
Mess of Engineer ...	660	660
Steam-Money for ditto ...	1,950	1,950
Deck Crew ...	5,508	5,508
Stoker Crew ...	4,128	4,128
Contingent Bills ...	100	100
	26,946	26,946
BIOLAHAS TAKEN OVER FROM PORT FUND.		
Master-Attendant ...	960	960
Agent for Government Transports and Vessels ...	576	576
Builder and Surveyor ...	960	960
	2,496	2,496
TELEGRAMS.		
Payment for messages received daily from Hooghly Point and Atcheepore for information of Pilots	12,000	12,000
S. G. BOON,		
Offg. Master Attendant.		
FORT WILLIAM,		
MASTER ATTENDANT'S OFFICE,		
Calcutta, the 16th November 1872.		

*From Offg. Master Attendant to Chamber of
Commerce.*

Calcutta, 13th February 1873.

In continuation of this office letter No. 6785 of the 16th November last, I have the honor to forward herewith, for the information of the Chamber of Commerce, extract of a letter No. 904C, dated 11th instant, from the Accountant General of Bengal with the statement therein referred to, showing the several items of expenditure on account of the Port Approaches in 1871-72, exclusive of Dock Yard charges.

*Extract of a letter No. 904C, dated 11th February 1873,
from the Accountant General, Bengal, to the Master At-
tendant, Calcutta.*

"It has been found necessary to make some slight alterations in the amounts shown under the different heads in the present statement as compared with the figures formerly rendered, but the total of the expenditure is not affected thereby."

*Details of Expenditure on account of Approaches to the Port
of Calcutta in 1871-72.*

NATURE OF CHARGE.	Amount.	Total.
<i>River Survey and Buoyage.</i>		
"Agitator" ...	20,697 2 6	
"Grappler" ...	17,011 4 2	
"Marie" ...	10,917 10 9	
"Pame" ...	16,401 10 3	
"Magna" ...	5,235 7 7	
"Dolphin" ...	1,404 6 8	
"Guide" ...	852 2 8	
Row Boats ...	4,751 0 0	77,330 12 9
<i>Floating Light Vessels.</i>		
Planet ...	13,329 7 11	
Meteor ...	14,042 7 9	
Mermaid ...	13,379 2 10	
Comet ...	14,049 9 11	
7th Crew ...	3,485 4 0	58,286 0 5
<i>Anchor Vessel.</i>		
"Vulcan" ...		4,162 15 0
<i>Light Houses.</i>		
Light House at Sangoor ...	5,712 6 0	
Ditto at Cowecolly ...	975 0 0	6,687 6 0
<i>Telegrams.</i>		
Telegraph Office at Calcutta ...		9,573 1 0
<i>Miscellaneous.</i>		
Tidal Semaphores ...	1,301 6 0	
Row Boats ...	1,763 0 0	
Bolio and Paneways ...	2,376 0 0	5,440 6 0
Total ...		1,61,480 9 2

State of receipts and entries on account of Trade and Fort Approaches (Calcutta) during the year 1871-72.

(Sd.) S. G. BOON,
Offg. Master

Statement shewing the Receipts and Charges on account of Pilotage for the Port of Calcutta for 1871-72.

[illegible]

New Members.

Messrs. Macneill and Co., Messrs. Cohn Brothers and Co., Messrs. David Sassoon and Co., Messrs. Kerr, Tarruck and Co., Messrs. J. Mackillican and Co., and Messrs. Steel, McIntosh and Co. have been admitted as Members of the Chamber, subject to the usual confirmation.

Members retired.

Messrs. Shand, Fairlie and Co., Messrs. Anstruther and Co., Messrs. Samuel Smith Sons and Co., Messrs. Schilizzi and Co., Messrs. Durrschmidt Grob and Co., Messrs. Henderson and Co., and Messrs. Rose and Co., have ceased to be Members.

Funds of the Chamber.

The half-yearly balance of the Funds of the Chamber amounts to Rs. 2,181-6-1, exclusive of Rs. 12,000 in 4 per cent. Government Securities.

J. C. MURRAY,
President.

APPENDIX.

Statement exhibiting the Assets and Liabilities of the Bank of Bengal, Bank rates of interest and discount, the value of Government Securities, the Exchange on London and China, and Statement of Import and Export of Bullion and Specie in the year 1872.

Statement of the Import and Export of Bullion and Specie of the Port of Calcutta from 1st January to 31st December 1872.

BANK OF BENGAL RETURN										BANK OF BENGAL STATE										INDIAN GOVERNMENT SECURITIES										EXCHANGE									
ASSETS										LIABILITIES										EXCHANGE										EXCHANGE									
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Statement of the Import and Export of Steam Tonnage of the Port of Calcutta from 1st January to 31st December 1872.

For the month of	IMPORT.						EXPORT.					
	BRITISH.		AMERICAN.		FRENCH.		BRITISH.		AMERICAN.		FRENCH.	
	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.	Str.	Tonnage.
January	23	21,238	...	...	1	939	24	22,177	29	29,881	...	...
February	25	26,790	...	...	1	939	28	29,782	23	23,752	...	...
March	22	22,918	...	...	1	939	33	23,857	26	26,462	...	...
April	31	31,976	...	...	1	939	33	32,915	31	32,308	...	...
May	21	18,700	...	...	2	1,878	25	22,068	26	25,303	...	...
June	29	28,631	...	...	1	939	30	29,570	21	22,356	...	...
July	27	26,994	...	...	1	939	28	27,843	23	25,034	...	...
August	22	23,205	...	...	1	939	33	24,207	19	19,421	...	...
September	35	33,702	...	...	...	...	35	33,702	25	25,706	...	...
October	22	22,199	...	...	1	939	23	23,138	23	24,381	...	...
November	30	30,248	...	...	1	939	32	32,130	32	33,457	...	...
December	25	24,580	...	...	1	939	26	25,510	29	31,897	...	...
Total	312	3,11,154	...	...	12	11,308	5	4,486	329	3,26,908	307	3,30,138

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

But on and after the 1st July 1873 the measurement of Cotton, Hemp, Jute, Jute Cuttings, Rhea, Safflower, and other articles similarly packed, shall be taken at 50 cubic feet per ton instead of 5 bales per ton not exceeding 52 cubic feet. (Resolution of the Chamber adopted 14th June 1872.)

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Aloes, in bags and boxes	20	50
Alum, in ditto	20	50
Aniseed, in bags	8	50
Arrowroot, in cases	20	50
Arsenic, in bags or cases	20	50
Asafetida, in bags and boxes	20	50
Apparel, in boxes	20	50
Bark, in bags	20	50
Bees' Wax	20	50
Barilla	20	50
Betel-nut	20	50
Books	20	50
Borax	20	50
Bran	14	50
Brimstone	20	50
Bullion	16	50
Cake-lac, in bags	8	50
Caulpher, in cases	8	50
Cardamoms, in boxes	12	50
Cassia, in boxes	12	50
Caster Seed	15	50
Chillies, (dry) in bags	8	50
China Root, in bags	11	50
Chiretta	14	50
Churrah	14	50
Cigars	8	50
Cloves, in bags	8	50
Coals	20	50

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Cochineal	50	.....
Coffee, in bags	18	.....
" casks	16	.....
Coral, rough	20	.....
Coir, loose and unarewed	12	.....
Copras, or Coconut Kernel	14	.....
Corander Seed	12	.....
Cotton, in bales of 300lbs. each, 5 to the ton, not to exceed	52	.....
Cowries	20	.....
Commim Seed	8	.....
" Black	5	.....
Cutch, in bags	18	.....
Dates, wet	20	.....
" dry	16	.....
Dihol	20	.....
Elephants' Teeth in bulk	20	.....
Furniture	50	.....
Garlic and Onions	12	.....
Ginger	16	.....
Grau	20	.....
Gums, in cases	50	.....
Gunny Bags and Gunny Cloth	50	.....
Gunjah	50	.....
Hemp, in bales of 300lbs. each, 5 to the ton, not to exceed	52	.....
Hides, Buffalo, or Cow, cured	14	.....
Horns, Buffalo, or Cow, cured	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India Rubber, in bags	18	.....
" in cases	20	.....
Indigo	50	.....
Iron	20	.....
Jute, in bales of 300lbs. each, 5 to the ton, not to exceed	52	.....
Jute Cuttings, Ditto	50	.....
Lac Dye	20 gross.	.....
Lard	20	.....
Limeced	20	.....
Mace	20	.....
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....
Mirabolams	16	.....
Molasses	2 punchcons or 4 hids.	.....

ARTICLES.	Cwt. per Ton Nett.	Cubic feet per Ton.
Mother o' Pearl, in bags	20	.....
" chests	20	.....
Munjeet	50	.....
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	16	.....
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	50	.....
" casks	4 hids.	.....
Opium	per chest	.....
Paddy	16	.....
Palmatine, in bags	16	.....
Pean	20	.....
Pepper, Long	12	.....
" Black	14	.....
Planks and Deals	50	.....
Poppy Seed	20	.....
Putehuck	10	.....
Rags	50	.....
Raw Silk, in bales	10	.....
Rattans for dunnage	20	.....
Red Wood, ditto	20	.....
Rhea, in bales, per ton of 5 bales, not exceeding	52	.....
Rice	20	.....
Rope, in coils	50	.....
" Lines and Twines, in bundles	16	.....
Rum, in casks	2 punchcons or 4 hids.	.....
Safflower, in bales, per ton of 5 bales, not exceeding	52	.....
Sago, in cases	50	.....
Sai-sannone, in bags	20	.....
" boxes	20 gross.	.....
Saltpetre	20	.....
Salt	20	.....
Sapan Wood for dunnage	20	.....
Sealing Wax, in cases	50	.....
Seed-las, in cases	50	.....
" bags	16	.....
Senna	50	.....
Shells, rough, in bags	20	.....
Shell-las, in cases	50	.....
" bags	16	.....
Silk Chussum	50	.....
" Waste	50	.....

ARTICLES.	Cwt per Ton Nett.	Cubic feet per Ton.
Silk Piece Goods	14	50
Skins	14	50
Soap, country, in cases	15	50
" " bags	15	50
" " bar	20	50
Stick Lac, in cases	16	50
" " bags	16	50
Sugar	20	50
Tallow, in cases or casks	20	50
Tale	20	50
Tamarinds, in cases or casks	20	50
Tapioca	20	50
Tea	20	50
Teel Seed	20	50
Timber, round	20	50
" squared	20	50
Tineal	16	50
Tobacco, in bales	16	50
Tortoise Shells, in chests	16	50
Tumeric	20	50
Wheat	20	50
Wood	20	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 sawed 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, Dioll, Peas, Linseed, Rapeseed and all Metals.

H. W. I. WOOD,

Secretary.

CALCUTTA. }
14th June 1872. }

SCHEDULE OF COMMISSION CHARGES,

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

- On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... 1 per cent.
- On the purchase (when in funds) or sale of Indigo, Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... 2½ "
- On purchasing ditto when funds are provided by the Agent ... 5 "
- On the sale or purchase of all other goods—the commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... 5 "
- On returns for Consignments if made in produce ... 2½ "
- On returns of Consignments if in Bills, Bullion, or Treasure ... 1 "
- On accepting Bills against Consignments ... 1 "
- On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... 2½ "
- On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at Rs. per rupee. half com.
- On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. ... 2½ per cent.
- On ordering, or receiving, and delivering goods, or superintending the fulfillment of contracts, or on the shipment of goods, where no other Commission is derived ... 2½ "

12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... 2½ per cent.
13. On *del-credere* or guaranteeing the due realization of sales ... 2½ "
14. On the management of Estates for Executors or Administrators ... 2½ "
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... 2½ "
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ... 2½ "
17. On procuring freight for a ship by a shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain, or charterers of a vessel upon the gross amount of freight, brokerage inclusive ... 5 "
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... 5 "
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... 2½ "
20. On realising inward freight, inward troop, Emigrant, or Cabin passage money ... 2½ "
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... 5 "
- If Opium, Indigo, Raw Silk, or Silk Piece Goods... 2½ "
- If Treasure, Precious Stones, or Jewellery ... 1 "

22. On effecting Insurances, whether on lives or property ... ½ per cent
23. On settling Insurance claims, losses, and averages of all classes, and on procuring returns of premium ... 2½ "
24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... 1 "
25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ "
- Or if recovered by such means ... 5 "
26. On Bills of Exchange returned dishonored ... 1 "
27. On collecting House Rent ... 2½ "
28. On ship's Disbursements ... 2½ "
29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... 2½ "
30. On granting Letters of Credit ... 1 "
31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer not by purchase from one class to another ... ½ "
32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ "
33. On all amounts debited and credited within the year (less the balance brought forward) upon which no Commission amounting to 5 per cent. has been charged ... ½ "

437 Brokerage when paid is to be separately charged.

H. W. I. WOOD,

Secretary.

MEMBERS OF THE CHAMBER OF COMMERCE.

- Agelasto and Sagrandi.
 Apen and Co.
 Argenti, Schillizi and Co.
 Atkinson, Tilton and Co.
 Atkinson, John and Co.
 Ashbourn and Co.
 Anderson Wright and Co.
 Balmer, Lawrie and Co.
 Barlow and Co.
 Bezz, Dunlop and Co.
 Blicher, G. M.
 Boissac, Schiller and Co.
 Boskin, E. G.
 Canin, Lamouroux and Co.
 Corbake, Netherburn and Co.
 Colvin, Corrie and Co.
 Crooke, Rome and Co.
 Cox, Henry S.
 Cohn Brothers and Co.
 DeSouza, Theo. and Co.
 Dewart-math Dull and Co.
 Eds and Hobson
 Ernshausen and Oesterley.
 Erong and Co.
 Elliott, John and Co.
 Ezra, E. D. I.
 Ferguson, J. H. and Co.
 Findlay, Hayes and Co.
 Fullman, Maurice and Co.
 Finlay, Muir and Co.
 Ghaborne and Co.
 Graf and Benziger.
 Grabsta and Co.
 Grindlay and Co.
 Guthay, Ellis, & Co.
 Henderson, George and Co.
 Haggren, F. W. and Co.
 Howe, Miller and Co.
 Huber and Co.
 Jardine, Skinner and Co.
 Kettlewell, Bailen and Co.
 Kelly and Co.
 Kerr, Deid and Co.
 Kerr, Tarruck and Co.
 Langdon, W. A. N., *Offr. Manager, Delhi and London Bank, Limited.*
 Lovell, H. P., *Suplt., P. & O. Steam Navigation Company.*
 Macbriem, J. and Co.
 Macallister, R. and Co.
 Macmillan, Blackenzie and Co.
 Blackenzie, Lyall and Co.
 Macmillan and Co.
 Macknight, Anderson and Co.
 Moran, W. and Co.
 Minsckjee Rustonjee.
 Morris, F., *Agent, Hong Kong and Shanghai Banking Corporation.*
 Physick, Duncan and Co.
 Petrocchino Brothers.
 Peet, Jacob and Co.
 Prestige, P., *Agent of the Eastern Bengal Railway Company.*
 Prymchess Law and Co.
 Preston, Alfred.
 Rall Brothers.
 Ralli and Nivrogini.
 Robert and Charriol.
 Rontiers and Co.
 Robinson, S. H.
 Reid, J. M., *Agent, Chartered Mercantile Bank of India, London, and China.*
 Revand, A., *Manager, Comptoir D'Es-compte de Paris.*
 Rowe, T., *Offr. Manager, Agra Bank, Limited.*
 Steel, McIntosh and Co.
 Schlegel, Futz and Co.
 Schneider, Smidt and Co.
 Selocoe, Killman and Co.
 Sisson, David and Co.
 Shaw, D. T. and Co.
 Sindeman, R. H., *Offr. Manager, National Bank of India.*
 Smith, D. A. and Co.
 Stokes, Coleman and Co.
 Strygoun, J. S., *Agent, Oriental Bank Corporation.*
 Thomas, J. and Co.
 Turner, Morrison and Co.
 Toulmin, L. W. and Co.
 Tarnace and Co.
 Tanshod, Paul and Co.
 Ullmann, Hirschhorn and Co.
 Vansholl Brothers.
 Whyte, G. A., *Agent, Chartered Bank of India, Australia and China.*
 Whitney Brothers and Co.
 Williamson Brothers and Co.
 Wiseman, Mitchell, Reid and Co.
 Wills, Edmunds and Co.
 Wolf, Wilkins and Co.
 Yule, Andrew and Co.

MOFUSSIL MEMBERS.

Becher, Wm.—Gowkatty, Assam.

Hamilton, Brown and Co.—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 mem

bers 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 Committee 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 Meet-

ing, 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.

