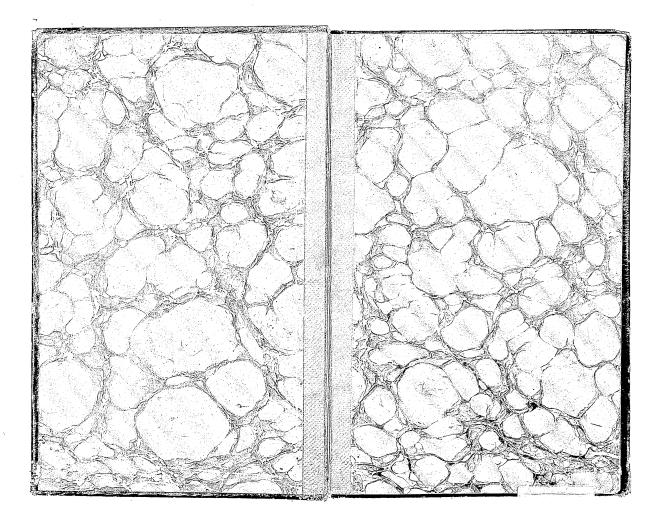
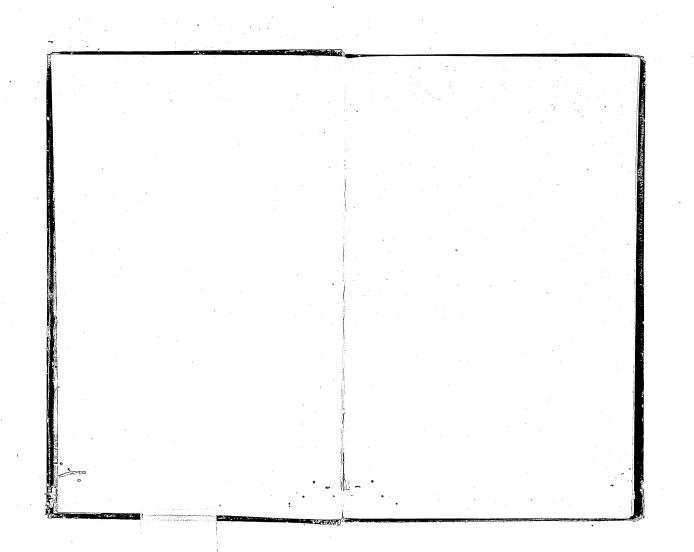
REPORT

OF THE
BENGAL CHANGER OF COMMERCE
FROM 17 NOV. 1877 TO SOF APRIL 1878





REPORT

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE.

rom 1st November 1877 to 30th April 1878.

Calcutta:

CONES & CO., No. 307, BOW BAZAR STREET.

1878.

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Proceedings of the Half-yearly General Meeting of the Bengal Chamber of Commerce held on Friday the 31st May 1878.

S. COCHRANE, Esq., Vice-President, in the Chair.

The Chairman, in opening the proceedings, said that since their last meeting, Mr. Duncan Mackinnon, President of the Chamber, had for the time being left Calcutta, and it therefore fell to his lot to address to them such few remarks as the report now before them might suggest. Their last meeting was held on the 18th February, the assembling of the Chamber on that occasion having for various reasons been delayed, so that the report now in their hands covered a period of about four months only. On the occasion of this the meeting for the closing six months of their year it was necessary to be more punctual in point of time, as it was now that representatives for the ensuing year fell to be elected by the Chamber, and it was desirable that no delay should take place in the new Committee entering upon their duties.

The first subject alluded to in the report was

the Budget for the present financial year, a resume
of which was inserted as usual for facility of re-

ference. With the provisions of the budget they were all familiar, and such of them as had had the special attention of the Committee would be referred to under the particular heads.

Since the report was in type, the Government notification regarding the new loan has been issued, and the terms on which the loan is proposed to be raised seem to offer an inducement to investors to subscribe the sum required.

The next matter which claimed attention was the Overland Mail contract. At their last meeting the President placed before the Chamber the Committee's views generally on this important subject, which were accepted and passed, with the addition of an amendment relating to the maintenance of direct communication between India and some point in England. In pursuance of the proceedings on that occasion, a letter was afterwards addressed to the Director-General of the Post Office, embodying the views adopted by the Chamber. To that communication they had as yet received no reply, but no doubt its contents had had the full consideration of Government. It was most important that the Indian Mails should be carried with the greatest amount of speed that could be secured consistent with regularity; and the performances of some of the American steamers-notably the vessels belonging

to the White Star and other lines—showed that the present contract rates of speed fell very far short indeed of what was practicable even in Eastern waters.

The next subject was the *License Act*, which was also discussed at their last meeting. The tax levied under this Act was not very burdensome, but it was imposed so unequally, and proceeded on assumptions so incorrect, that the Committee deemed it their duty to memorialise the Secretary of State, praying that his sanction be withheld from the measure in its present shape. The Act was really a revival of the old income tax with this difference that now the tax was levied from one class only of the Queen's Indian subjects.

Members would be pleased to notice from the correspondence that there was every prospect of a considerable reduction being made this year in jetty charges. The Committee felt some difficulty in replying to the Port Commissioner's reference on the subject of these reductions, as so many considerations necessarily entered into the question of an equitable distribution of the proposed amelioration in these charges. It was hoped, however, that their action in the matter would meet with approval generally.

The next matter was the abolition of import

The next subject was the Jute Warchouse Act, and the correspondence now printed gave hope that material improvement would speedily be effected in the administration of this law. The communication addressed to the Municipality on the subject by the Bengal Government left little further to be said by the Chamber, as His Honor condemned the administration of the Act as strongly as could be desired.

It appeared from the figures contained in the Lieutenant-Governor's letter that whilst the total cost of the Fire Brigade in 1876 was Rs. 15,698, the fees collected under the Act in Calcutta alone amounted to Rs. 29,291, and adding the suburban's collections, the revenue under the Act from this source was augmented to Rs. 50,085. Out of the surplus so created a grant of Rs. 16,552 was made to the Alipore Lock Hospital (a grant they would observe which exceeded the entire cost of the Fire Brigade); in addition to which a sum of Rs. 10,000 was applied in aid of the general funds of the suburban Municipality. Such an irregular disposal by the Municipality of funds raised for a special purpose at the expense of an unprofitable branch of business would seem almost incredible were it not that the figures he had quoted were taken from the Lieutenant-Governor's own statement.

The next subject is the complaint of cargo boatowners against the River Police, a copy of which the Committee sent up at once to the Bengal Government that enquiry might be made into the matters complained of.

The next subject is the proposed new Bills of Exchange Act, a copy of which was submitted to the Committee for consideration. The Committee, as will be seen, recommended a number

The amended Bill to define the law relating to Master and Servant had also been before the Committee. The original Bill met with general disapproval, but the revised measure seemed to be less open to objection. The Committee were disposed to question the expediency of special legislation on the subject, but considered that if Government intended to proceed with a measure of the kind, the amended Draft Bill might reasonably be taken as affording a basis for such legislation.

They now came to the subject of value-payable overland parcels. The object of the value-payable system was the transmission of parcels by the Post Office, the value of which, when necessary, would be collected from receiver by that

Department, and accounted for to the sender, less a certain charge for commission. The proposed extension of the system to England having been opposed by the Calcutta Trades Association, the Chamber was referred to, amongst other representative bodies, for an expression of opinion on the subject. The Committee took the matter into careful consideration, but they could come to no other conclusion than that the extension of the system to England would be a boon to the public generally, and thus fulfil the object Government had in view in making the arrangement.

It now only remains to call attention to certain papers containing revised regulations for the navigation of the Sucz Canal which had been sent to the Chamber for information, and which were inserted in the report for facility of reference.

There were other matters which had engaged the attention of the Committee, but they were not in such a forward state as to warrant insertion in the Report. Amongst these were certificates of survey for passenger steamers, the recent block on the Bast Indian Railway, and minor points in connection with the Customs Act.

He now begged to move that the report of the Committee of the Bengal Chamber of Commerce for the half-year ended the 30th April 1878 be received and adopted.

MR. G. YULE said that, in seconding the adoption of the report, he had to do so with a considerable amount of faith, for the reason that the report came into his hands only an hour ago, and he had not had the opportunity of doing anything more than glancing at its contents. But he had the requisite amount of faith, and therefore he supported the motion that had been submitted to them. He would confine the few observations he had to make to two subjects that were dealt with in the report, viz., the Import Duties and the Jute Warehousing Act. It must have been a matter of agreeable surprise to many of the merchants in Calcutta when it was announced that what are called the protective duties were abolished. Not that he thought the abolition would have the slightest influence in developing a business in the special articles that had been thus dealt with in the last Budget, but it would do away with a sense of injury that was being done to the importer of goods of a similar character. But these duties being out of the way, there was the larger question of the abolition of the duties on all kinds of piece-goods. The Government at home were willing-the Government here were willing-the Lancashire people were clamourous, and it seemed to him that all that was wanted was a strong effort on the part of the merchants in Calcutta and other Indian ports to bring about what he considered would be an

enormous boon to the trading and other classes of this country-the free and unrestricted dealing in all descriptions of clothing material. In saying this he must protect himself from being regarded as holding the opinion that no greater boon could be conferred upon the people by the abolition of an equal amount of taxation in another direction. He held that the Salt Tax was the most oppressive of all the taxes that crushed upon the people of the country-an article of the first necessity to the personal and, through that, to the social well being of the community; whereas clothing, to a large extent, could scarcely be regarded in any other light than as a luxury; and it may be held to be an accepted doctrine of political economy that articles of prime necessity should be relieved from the hand of the tax gatherer first and then articles of less pressing concern. But in the government of a country the truths of political economy could not always be applied in the order of their merit, and if they could not get what was truest and best, they must struggle for what is next best if it were attainable. And as the abolition of the duty on piece-goods was within their grasp, he hoped the Chamber, during the coming year, would take the question in hand and aid in its settlement.

As to the Jute Act, he could hardly have supposed that in a community professing to be

governed on principles of equity and justice such an act as this could ever have received the sanction of the Legislative Council. In this town, as in all towns, there was a certain danger from fire, and the necessary appliances ought, of course, to be maintained. It was for the benefit of all. But two classes of people were selected to bear the whole burden of the cost,-those who dealt in jute and those who bought and sold cotton and who kept a store for warehousing their merchandise. These warehouses were chiefly in the northern parts of the town, far removed, say, from the Lieutenant-Governor's House, from the Palace of the Governor-General, from the houses of the wealthy merchants, and their godowns stored as they were with an enormous value of goods. But the jute-wallah and the cotton-wallah had not only to pay their share of expense for their own protection, but in addition they had to maintain a brigade to extinguish fires if they occurred at Alipore or at the Governor General's or any where else over the length and breadth of Calcutta and its suburbs.

But this was not all. These jute and cotton people were taxed ostensibly for the support of a fire-brigade, but the amount of the tax was so large as to be something like 250 per cent. more than was required, and donations were given to hospitals and other institutions out of the fund.

The figures were approximately these: last year the expense of the brigade was Rs. 15,000; the income from the tax was Rs. 50,000, out of which a donation of Rs. 16,000 had been made to the Lock Hospital and Rs. 10,000 to the Suburban Municipality, while a fund was being formed to be put into trust to furnish fire engines to Calcutta for all time coming. A more monstrous injustice he had rarely heard of. The Lieutenant-Governor suggested the reduction of the tax and its extension over a somewhat larger area,-to hemp-dealers and oil merchants. But this would only be a liquefaction of a grievous wrong, not a remedy. The letter of the Chamber in reply was, in his judgment, a most admirable one, and they enunciate the true principle of such taxation in writing "that the fees charged under the Act should be "fixed in such a manner as not to yield more than "the sum required to render the fire-brigade self-"supporting, and that the maintenance of such a "service is an object in which all classes of the " community are interested, and to which all should "contribute."

With these remarks he begged to second the resolution.

The Chairman's motion was thereupon put and carried.

The Chairman then called on the scrutineers,

Messrs. Elliot and Clarke, to announce the result of the election of a Committee for the ensuing year, and the following names were returned:—

The Hon'ble E. C. Morgan, President; the Hon'ble A. B. Inglis, Vice-President; W. Craik, Esq., J. W. O'Keefe, Esq., G. Froeschmann, Esq., J. Flemington, Esq., and F. F. Adam, Esq., Members of Committee. Mr. Cochrane and Mr. J. A. Anderson had votes equal to those of Mr. Adam, but they retired in his favor.

It was next proposed by Mr. Adam, seconded by Captain Wilkinson and carried, that a vote of thanks be offered to the retiring Committee for their services during the past year.

The meeting terminated with a vote of thanks to the Chair.

H. W. I. WOOD,

Secretary.

AST The Hon'ble Mr. Morgan and Messrs. Craik and Flemington being unable to accept the offices to which they were elected, fresh election was necessary; and the following members now form the Committee :-

George Yule, Esq., President.
The Hon'ble A. B. Inglis, Vice-President.
J. W. O'Keefe, Esq.
G. Froeschmann, Esq.

F. F. Adam, Esq. H. B. H. Turner, Esq.

F. Finlayson, Esq.

BENGAL CHAMBER OF COMMERCE.

Report of the Committee for the half-year ended 30th April 1878.

The Committee submit their Report on the principal subjects which have had their attention during the past half-year.

BUDGET FOR 1878-79.

The annual financial statement of the Government of India was made in the form of a Resolution dated the 18th March last; and for convenience of record and reference the main results therein summarised are here reproduced.

The accounts of 1876-77 show a deficit of about £2,200,000,—famine expenditure and loss of revenue having absorbed nearly $3\frac{1}{3}$ millions.

The Regular Estimates for 1877-78 also exhibit a deficit of £3,430,000,—the prolongation of famine having involved £2,800,000.

The Budget Estimates for 1878-79 shew the Ordinary Revenue at £63,250,000, and Ordinary Expenditure at £61,094,000, with a surplus of

£2,156,000; but the assignment of £1,500,000 to famine expenditure and the formation of a famine insurance fund reduces that surplus to £656,000 available for other purposes.

The expenditure on account of famines in the 5 years from 1873 to 1878 has been estimated at £16,000,000, but taking the past as periods of exceptional disaster, and in the hope that the cost of famine relief will be less in the future than it has been in the past, it has been assumed that the yearly average cost of famines in loss of revenue and actual expenditure will not be less than £1,500,000, and it has been determined that, to enable the State to meet the obligation of preventing and relieving famine—the periodical occurrence of such calamity being taken into calculation as a liability for which provision should be made from ordinary revenue-it is necessary to secure a substantial surplus of revenue, in addition to a margin of half a million to a million sterling which may be demanded for ordinary requirements.

With that object in view the Government have considered it expedient to obtain a portion of these additional resources by new taxation in the form of a License Tax on trades and dealings leviable throughout India and estimated to yield £700,000, and of a tax on the agricultural class-

es of Bengal and Northern India, valued at £500,000 a year. The proceeds of these taxes together with the sum of £400,000 which will be gained by the extension of Provincial responsibility will make up a little more than the £1,500,000 annually required for the insurance of the country against famine.

The remittances from India to England during the current year or, in other words, the drafts drawn on the Treasuries of India by the Secretary of State will amount to £17,000,000.

The closing balance of 1878-79 in the Indian treasuries is expected to be a little over £13,000,000.

It is proposed to borrow £2,500,000, but the Government cannot give any information about the time or manner in which that amount, or any other sum it may actually want, is to be raised.

The equalisation of the salt duties, the abolition of the Inland Customs line and, with it, of the inland duties on sugar, are material fiscal reforms; and the improvement of the Customs Tariff by the removal to the free list of a number of articles of importation yielding an insignificant revenue, and by exempting from duty certain descriptions of coarse yarn and of cloths manufactured from such yarn, with which the productions of Indian mills have long and successfully

competed, is also a concession of some considera-

The following extracts from the Resolution on these last important points are given in extenso for the information of members.

39. There are two great measures to which the Government is pledged: the first is the equalization of the saft duties, the abolition of the Inland Customs line, and, with it, of the inland duties on sugar; the second is the improvement of the Customs tariff and the removal of the import duties on octor manufractures.

40. Towards the accomplishment of the first of these measures great steps have been taken during the present year. Throughout the Presidencies of Madras and Bombay, including Sindh, the duty on salt, whether foreign salt imported by sea or home manufactured salt, has been naised to Rs. 2-8 per maund. At the same time the mileage duty which was levied on saft brought by Railway from Bombay into the Central Provinces, has been abolished, so that the duty of Rs. 2-8 per maund is the rate for those Provinces also, since they derive their supply of salt from Bombay and Madras. The duties in Lower Bengal, both import and excise, have been reduced to Rs. 3-2 per maund, and the duty on salt imported across the Inland Customs Line for consumption in the Upper Provinces, as well as the excise duty on salt manufactured in those Provinces, has been reduced to Rs. 2-12 per maund. At the same time the price of Punjab mines salt, the property of Government, has been diminished by 4 annas per maund. More recently that is on the 1st of this month, the price of Sambhar salt, purchased for importation into British Territory, has been reduced by 2 annas a maund, but a great part of this reduction has been counteracted by the simultaneous raising of the Railway freight on this salt, when brought to Agra by 14 anna per maund. The freight had been kept abnormally low under an arrangement by which the Inland Customs Department made up to the Railway any deficiency from a fixed standard of profit. This arrangement, which was inconvenient and anomalous, has now ceased.

41. The object of these measures has been recently fully explained.

That object is not to increase the burden of the salt taxes on the people
of India or to derive therefrom a larger revenue, but to make as large a

step as the finances will permit toward the equalitation of those duties, a condition of transion desirable in itself and an assential preliminary to the abolition of that great opprobrium to British administration—the Inland Customa Line. The Government of India regreis, that on a general review of its position no Inturber steps in this direction can at the present moment be taken, but it considently hopes that the time is not distant when this great reform, the object of which is to give the people of India "the means of obtaining, with the least possible inconvenience, and at the cheepest rade consistent with financial necessities, a supply of sait only limited by the people's capacity for consumption," will be completely carried out.

42. After making due allowance for these changes and for the normal development of the salt revenue, as well as other circumstances affecting it; the Budget Estimates of 1878-79 shows a net increase of £247,000 over the Regular Estimate of 1877-78.

43. In Sir John Strackey's Financial Statement made a year ago, he referred to the fulless levied on sugar exported across the Inland Gustoms Line in the following terms:—

"These are one rupee per mannd on reflued sugar, and six annas per mannd on unreflued sugar, or sacharine produce. Except where the line runs along the left bank of the Indus, exports across it are taken to Native states; but, when it passes the Indus, the sugar is nearly taken from one part of, British territory to another. This sugar is all the produce of our own people in the North-Western Provinces, Onda and Panjab: it is one of the most important agricultural staples of those provinces, and it is important not only to the agriculturalists and manufacturers and consumers, but directly to the Government which looks greatly to sugar cultivation for its irrigation revenue.

"While we are taxing heavily our own sugar grown on the cast of the Castoms line, for the supply of the country beyond it, we admit into the same country the Mautitius sugar, which is imported largely to Bombay, taxed at a much lower rate. It is calculated that the Indian Castoms duty is equivalent to 10 per cent. on the value; but the incidence of the duty varies considerably, particularly on refined sugar; on the cheaper kinds the duty is equivalent to more than 20 per cent. on its value; the sea import duty on Mautitius sugar is 5 per cent. advalors. It do not seer that there is at present any great competition between the sugar of the Upper Provinces of this Presidency and foreign sugar; but, so far as competition exists, the Inland

Customs duty acts as a productive duty in favor of foreign and against our own sugar: to this extent, the duty must fall on the producer within the Customs Line. The competition will be more apparent and severe when the connection of the Rajputana State Railway with the Bombay and Baroda Line is completed.

"Little or no sugar is grown in Rajputana or Central India; the increase of price caused by the Inland Customs Line must tend to diminish consumption, and so still further, to injure the producer. It is impossible to estimate the injury to the people and the Government caused by placing artificial obstructions on the export of one of the great agricultural staples of the country. Such obstructions obviously affect not only the export but the import trade as well. The Government of India has repeatedly urged upon Native States the policy of abolishing their transit duties, but it is difficult to see with what consistency we can do hits, so long as we retain our sugar duties. They yield about £165,000 a year, this is my only excuse for not proposing their instant abolition: they will, at any rate, disappear with the abolition of the Inland Customs Line."

- 44. The negotiations relating to sait, with the Native States of Rajputana and Central India, which have for their object the abolition of the Customs Line, are rapidly approaching successful completion." The maintenance of the segar duties after the arrangements connected with sait in the Native States are put into effect, will not be consistent with the engagements made with those States, and after the Customs Line, along which they are levied, has been removed their returnion will be impossible. The Government of India will therefore be compelled under any circumstances to relinguish these daties very shortly: and as no practical financial advantage would be obtained by postponing the measure for a few months; it has been decided that the duties shall be at once abolished. The country will thus be relieved of these sagar duties, which have been more than once chameterized as "the most discreditable rolls or the dark agues of tracking that of the sagar duties, which have been more than once chameterized as "the most discreditable rolls or the dark agues of tracking that is a lindia."
- 45. It is estimated that these Inland sugar duties would have produced in the coming year £155,000. They appear under the head of "Customs" and their abolition has led to a corresponding reduction, λ
- 46. The second of the measures of fiscal reform before mentioned, the improvement of the Customs Tariff, next calls for notice.
- 47. Her Majesty's Secretary of State has called the attention of the Government of India to the Customs Tariff generally, and to the duties

levied on cotton goods in particular, in several despatches received during the past year.

First, in a despatch, No. 81, dated the 7th June 1877, * His Lordehip pointed out that there were numerous articles .

* Appendix n. in the Tariff on which the daty bried was quite insignificant, and he requested that at a convenient time the propriety of excluding from the Tariff items that will not be productive of revenue might be considered.

Next, a despatch, No. 124, dated the 23rd August 1877,† forwardel
† Appendix C. a copy of a memorial from the Council of the
† Appendix C. Bast India Association, and a reply thereto by
Mr. Raynsford Jackson on behalf of the
Associated Committees of Employers and Workmen in the cotton manufacturing districts, respecting the abolition of the daties on the importation of cotton goods and yarns into India. Lord Salisbury observed
with reference to these papers to

"Your Excellency is well aware of the great importance attached by Her Majesty's Government to the gradual reduction of these duties at the earliest period that is not inconsistent with the financial requirements of your administration."

Finally, the Secretary of State transmitted with his despatch No. 136 dated the 30th August 1877, a Resolution which tappensks D. was adopted by the House of Commons on the 11th July 1877 without a division in the following terms.—

"That, in the opinion of this House, the duties now levied upon Cotton manufactures imported into India, being protective in their na time, are contrary to sound commercial policy, and ought to be repealed without delay so soon as the financial condition of India will permit."
His Lordship expressed his concurrence with the views of this Government, as reported in the speeches of His Excellency the Vicercy and of Sir John Strackey in the Proceedings of the Legislative Council on the coxesion of the Budget statement in March last,

The despatch concluded in the following words :-

"I can only, in conclusion, express my hope that the financial prospects of your Government in the approaching year may not proclude the possibility of commencing the reform of this branch of the Indian Tariff, but if, as now seems too probable, it shall unfortunately be such

as to render you mable to incur the risk of any material loss of revenue from remission of duties, there are still two measures in connection with this reform which should not in my opinion be delayed beyond the present year. I mean the repeal of the duty of 5 per cent. on foreign raw cotton imported into India, and the exemption from import duty of the lower qualities of cotton manufactures upon which the present tax is incontestibly protective, not only in principle but in fact, and the value of which for revenue purposes is wholly insignificant.

- 43. The questions thus brought before the Government of India by Her Majesty's Secretary of State have received careful consideration. It is evident that, in the present state of the finances of India, any large measure of reduction of the Castoms duties would be not only impossible, but would not be in accordance with the views of the House of Commons or of Her Majesty's Secretary of State. The Government of India is, however, of opinion that there is no reason for delaying compliance with the instructions of the Secretary of State, that something should be done towards removing from the Tariff the coarser qualities of cotton goods which are subject to competition from the Indian mills and looms, and some other articles which are productive of but a small amount of revenue.
- 49. Although as just stated, it is not at present possible to sacrifice any important part of our existing revenue, for the purposes of reforming the commercial taxation of India, the Government deems it right to place on record the principles on which its action is at the present then guided, and by which it desires to be guided in the future.
- 50. It is not necessary now to disease the advantages to a country of free trade and the disadvantages of protective duties. It is sufficient to say that these have been admitted for many years by the Statesmen who, of whatever party, have guided the policy of the United Kingdom. In pursuance of the principles thus accepted, the Tariff of the United Kingdom, which, less than thirty years ago, subjected to duty more than one thousand different articles, has been brought down by various stages to some half dozen, of which the only important once are wine and spirits, ten and tobacco. At the same time all expert duties have been abolished.
- 51. The principles on which the Customs legislation of the United Kingdom has been based are now admitted axioms by all who recognise the theoretic advantages of free trade. They must be recorded as a part of the national policy which Great Diritin has finally adopted,

and which the Secretary of State for India with the deliberate approval of the House of Commons has required the Government of India in this country to carry out.

These principles are, as regards imports ;-

- (1) that no duty should exist which affords protection to native in-dustry, and, as a corollary, that no duty should be applied to any actiole which can be produced at home, without an equivalent duty of excise on the home production, also, that no duty should be levied except for purely fiscal purposes;
- (2) that, as far as possible, the raw materials of industry and articles contributing to production should be exempt from customs taxation.
- (3) that duties should be applied only to articles which yield a revenue of sufficient importance to justify the interference with trade involved by the machinery of collection.
- As regards exports; -- that duties should be levied on those commodities only in which the exporting country has practically a monopoly of production.
 - 19. These principles are of general application, but in the case of India, they possess a pentilar significance. India is a country of unbounded material resources, but her people are a poor people. Its characteristics are great power of production, but almost total absence of accumulated capital. On this account abone the prosperity of the country essentially depends on its being able to secure a large and favourable cultef for its surplus produce. But there is a special feature in the economic conditions of India which renders this a matter of yet more pressing, and even of vital importance—this is the fact that her connection with England and the financial results of that connection, compel her to send to Europe every year about 20 millions sterling worth of her products without receiving in return any direct commercial equivalent.
 - It is this excess of exports over imports which, in the language of the conomists, is described as tellule. It is, really the return for the foreign capital, in its broadest sense, which is invested in India, including under capital not only money, but all advantages which have to be paid for, such as the intelligence, strength, and energy, on which good administration and commercial prosperity depend. From these causes the trade of India is in an abnormal position, preventing her receiving, in the shape of imported merchandise and treasure, the full commercial benefit which otherwise would spring from her vast material resources.

- 53. The comparatively undeveloped condition of the trade of India may be illustrated by the following figures. The value of the imports and exports taken together per head of the population is in the United Kingdom about \$20. In British India it is about 10 shillings. The Oustom revenue on the few articles now retained in the Import Tariff of the United Kingdom is about 12 shillings per head, while that of India, on all the articles of its lengthy Tariff, is about 3 pence, showing that small as is the proportion of the foreign trade of India to that of England, the proportion of customs revenue derived from it is smaller still. \(\) \(
- 54. Here then is a country which, both from its poverty, the primitive and monetonous condition, of its industrial life, and the peculiar character of its political condition, seems to require from its Government, before all things, the most economical treatment of its resources, and, therefore, the greatest possible freedom in its foreign exchanges.
- Under these circumstances, what are the conditions of production and consumption in India? How far is it possible to construct a Tariff of import and expert duties, which will comply with the accepted canons of taration? And how far does the existing Tariff conform to these canons?
- .65. In answering these questions it will be found that India, by the extent and favourable conditions of its territory is capable of producing almost every article required for the use of man. If therefore, the import Customs Tariff be maintained it will involve the ovils of protection unless an excise duty to countervail the enstoms daty be imposed upon almost every item which the tariff now includes. Now, as excise duties are generally costly, vexations and inconvenient forms of taxation, would be in most cases impracticable in India, this of itself is a reason against the permanent retention of the existing Customs Tariff, and one which interposes a very serious difficulty in the way of constructing one that shall be free from objection. Since almost every article that is now or the Tariff, or that could be named, is either produced or is capable of being produced in India, it follows that import duties must in every case be actually or potentially protective, while, with the exception of liquors and sait, none of them are subject to an excise.
- Again the people of India are too poor to consume many luxuries. The import trade merely consists of what may be considered either the materials of industry or the necessaries of life. It will accordingly be found that nearly all the heads of customs revenue which are of any im-

portance are derived from one or other of these descriptions of commodities, and that the revenue derived from other articles is so insignificant as neither to justify the machinery of collection nor the interference with the trade.

56. The total amount of import duties was in 1876-77, £1,170,947, or, deducting erroneous collections, refunds and drawbacks on re-exportation, £1,098,296; of this latter sum there was realised—

From Salt			 2,491,010
From Liquors			 331,761
Total			 2,822,771

On these articles there is an internal excise duty countervailing the customs duty.

Deducting the duty on these two articles, there remains £1,275,525. Deducting again from this the revenue realised from cotton goods, or £811,310, there remains £464,185, which is thus distributed:—

					35	35
Copper -					65,624	
Iron		***			17,096	 112,740
Other metals	· · ·				30,020	,,
Silk, raw, an	d manufact	ured				 43,727
Woollen ma	nufactured					 38,068
Provisions						 32,901
Apparel						 25,658
Hardware ar	id cutlery					 21,049
Spices						 18,724
Sugar						 13,886
Glass						 13,244
Railway ma	terials					 11,335
Articles, enc	h group of	which gave	less than #	£10,0	100	 132,853
				To	tal	 464,185

Many of the numerous articles in the last class yield each an insignificant revenue, and nearly the whole are or can be produced in India. The duties on them are thus indefencible, in principle, and cannot consistently be maintained longer than financial exigencies require their retention. N

57. To revert to the cotton duties, regarding which the resolution of the House of Commons has declared that, being contrary to sound com-

mercia principles, they ought to be abolished, the Government of India has been at some pains to ascertain how such of them as are now actually protective can be defined. The real test is the quality or fineness of the yarn of which the goods consist. At present the Indian manufacture is confined to the coarser yarns and goods made of such yarns, and it is evident that the 5 per cent. import duties does protect such yarus and goods against competition from without. It is difficult to determine exactly how far it is effective. The coarser Indian yarns and piece goods may, by their comparative cheapness, displace, as indeed it is asserted that they have displaced, finer imported goods in the Indian market. So far as this happens, the duties are destructive of the Customs revenue. However this may be, it is generally admitted, and the Customs returns, so far as they supply information, show, that there are certain descriptions of goods regarding which it can safely be asserted that they are of the kinds with which the Indian manufactures can compete successfully. These are unbleached T cloths under 18 reed, jeans, domestics, sheetings, and drills. The duty paid by these descriptions of piece goods in 1876-77 was only £22,227, of which probably some portion was given back in the shape of drawbacks and refunds, as there is a consideration re-export of grey piece-goods from India. The total value of such goods re-exported in 1876-77 was £302,234. They are taken chiefly to Persia, Arabia, and the east coast of Africa. The total refunds and drawbacks in 1867-68 amounted to £12,563. It is not known how much of this was on account of the coarser goods specified

- 63. The Government of India has determined to commence by exempting these descriptions with the further condition that the goods so exempted shall not contain finer yarm than what is known as 30s, that is, yarm of which 30 hmlss of 810 yards each weigh one pound. The loss of daty, calculated on the figures of 1876-77, cannot exceed £29,227, and, for the reasons above stated, will probably be less. For your themselves, the limit selected for exemption is for mule twist 32s and for water twist 20s. The former yielded in 1876-77 £3/00, and the latter £30, sizue any refunds and drawbacks that may have been granted. The daty on lengthapled raw cotton yielded £15, and it is quite unnecessary to maintain this daty. The maximum remission of duty proposed under these heads, calculated on the figures of 1876-77 amounts
- 59. It has been urged in some quarters that instead of taking the duties off imported cotton goods or so long as they are retained, it

would be right to excise the Indian manufactures. Regarding this proposal, it may be said, first, that it would be impossible to excise the product of all the hand-loons and spinning apparatus in India, and that to confine the excise duty to the large mills and looms worked by European machinery would be not only an unjust and incomplete measure but would place an obstruction on a most legitimate and desirable development of the industry of India; secondly, that it would be impossible to tax the manufactures produced in India in Native States outside of British territory without maintaining the present Inland Customs lines, which the Government of India are strenuously endeavouring to abolish, and without establishing many more similar lines; and thirdly, that the imposition of an excise duty is inconsistent with the declared future policy of the Government of India, and of Her Majesty's Government, namely, eventually to abolish all import duties on cotton manufactures. The Government of India has, therefore, no hesitation in rejecting the proposal in question. Orders giving effect to the decisions will be found in the Notification issued with this Resolution.

- 60. Another class of articles is also clearly marked out for exemption. These are materials for nulways. Under any circumstances, it must be a short-sighted fiscal policy to add artificially to the cost of rullways, on which the development of the wealth of India is so greatly dependent; but when it is considered that, under the guanantee system, the Government of India has to pay five per cent, on the customs duties which it imposes on rallway plant not imported by itself, the inexpediency and inconsistency of retaining these duties is beyond question. Locomotives and other machinery for rullways, as well as wooden sleepers, have already been freed from duty. On the rest £11,355 ned duty was realized in 1876-77, and the Government of India has determined to free this head of the Taiff from duty.
- 01. It has also decided to relieve the Tariff of 26 other major heads, comprising a larger number of sub-heads and innumerable articles, the details of which will be found in the Notification published with this Resolution. The whole of these Tariff heads produced in 1876-72. 250,610. The most important is the head "Prixis and Vegetables," being chiefly ecocounts, dates, and the like—articles of food of the noore classes. These vicided a revenue of £8.12 m.
- 62. With respect to the Export Tariff, the only duties now remaining are those on rice, indigo, and shell and button lac. Although India cannot be said to possess a complete monopoly of these articles still this condition is nearly enough compiled with to justify their present.

retention on the Tariff. As soon as the finances will permit of it, the question of the retention of these duties may be reconsidered. They yielded in 1876-77 the following amounts:

Rice	 	 	529,739
Indigo	 	 	41,132
Lac of all sorts	 		22 952

- 63. There will now remain out of the 62 tariff numbers of Schedule A. of the Indian Tariff Act, 1875, only 35 numbers, and this important reduction including the remissions of duties on the cotton goods and minor articles is affected with a loss of about £77,000.
- 64. Thus these measures, designed to be the first steps, towards giving effect to the policy that has been enjoined on the Government of India by Parliament and the Sceretary of State, strictly comply with the conditions under which that policy was to be carried out. The estimate of the Castoms revenue of 1587-01 s, after allowing for all the proposed remissions, taken at \$22,480,000 or £150,000 less than the regular estimate of 1877-8. This decrease is less than what will be given up by the relief of sugar from Inland Customs duty, so that the sea customs duty, remitted has no part in this decrease. The amount of sea customs duties in the coming year is smaller than in the cartier years of the series given below by reason of the reductions made in the tariff in the vera 1875 by the Government of Lord Northbrook:—

				£
1872-73, Actuals			 	2,651,000
1873-74 ,,		***	 	2,628,000
1874-75 "		•••	 	2,678,000
1875-76 ,,			 	2,723,000
1876-77 "			 	2,483,000
1877-78, Regular I	Estimate		 	2,630,000
1878-79 Budget.				0.400.000

. The Government of India, in pursuing for the future the policy that has guided it in making these remissions, will always give full consideration to the general financial position of the country and will recognist the obligation laid upon it not to attempt to hasten this important fiscal reform by additional taxation. It confidently expects that the normal growth of the revenues will place at its disposal the necessary meaning.

OVERLAND MAIL CONTRACT.

This important question was under consideration at the meeting of the Chamber held on the 18th February, and the Chamber's last Report contains the President's remarks upon the subject, the conclusions arrived at by the Committee, and the proposals submitted by them for approval and adoption.

Immediately after the meeting the following letter was addressed to the Director General of the Post Office, and, although the Committee have had no acknowledgment of their communication, they believe it has engaged the attention of Government, and that it will be duly submitted to Her Majesty's Post Master General.

From Chamber to Director General of Post Offices.

Calcutta, 19th February 1878.

The subject of the Eastern Overland Mail Service in connection with the approaching termination of the present mail contract was brought forward at a General Meeting of the Chamber of Commerce held yesterday, when it was resolved that the Committee should communicate to you the views entertained by the Chamber on this important matter: and I am desired to submit the following representation for your consideration.

1st.—In the opinion of the Chamber, although the maintenance of the Southampton route may no longer be required so far as purely mercantile interests are concerned, communication should be maintained under contract between India and some point in England.

2nd.—As Indian mails from Brindisi have on occasions been delayed in Egypt vaiting arrival of mails from Southampton, and Indian mails for Brindisi have also been, or may be, similarly delayed waiting arrival of mails from China or Australia, the new contract, if it should include the conveyance of the Southampton, China, and Australia mails, should expressly stipulate that no such delay shall be allowed, but that when these do not arrive in Egypt before or at the same time as the Indian and Brindisi mails, the latter shall be forwarded without delay and without reference to the others, which the contractors should be bound to send on by other steamers.

3rd.—The rates of speed stipulated for in the present contract are admittedly under those which present times watrant and demand. The Chamber, however, is not prepared to name any rates which should be stipulated for, but would recommend, as a test of what can be had, that tenders should be called for, and that tender selected which gives the highest speed, combined with a subsidy which would not make enhanced postage a necessity, and which also could give the fullest assurance of ability to carry out the contract in its integrity.

 $4t\hbar$ —Duration of contract should similarly be made matter of tender, as contractors would doubtless accept a long contract on more favorable terms to the public than a short one.

5th.—In considering the tenders which may be submitted the Chamber would urge that the fullest consideration, consistent with public interests, should be given to that which will doubtless be made by the present contractors, who have so long, and certainly not unsatisfactorily, carried out the mail service between India and Europe.

6th.—In submitting this the Chamber would take the opportunity of suggesting that when arrangements are being made for the accelerated receipt of European mails in India their more rapid transit through India and the Continent is a subject well deserving of attention. The mails last received in Bombay from Europe lay there for the greater part of a day before being despatched to Calcutta and other parts of India connected with the line of Railway leading to Calcutta.

LICENSE ACT.

This subject was also referred to at the Chamber's last meeting, and although no special Resolution was passed regarding it the Committee were of opinion that the general feeling of the Chamber as to the exceptional character of the legislation adopted by Government warranted them in memorialising the Secretary of State against a measure which presented the objectionable feature of invidiously and unjustly exempting the official classes from a special taxation levied for imperial purposes, and thereby throwing its burden entirely on every commercial and trading

industry of the country. The Committee therefore prepared the following memorial to Her Majesty's Secretary of State, and forwarded it through the prescribed channel.

From Chamber to Her Majesty's Secy. of State.

Calcutta, 23rd March 1878.

That your Memorialists' recognise the necessity imposed upon the Government of India, by the calamitous famines that have within the last few years occasioned enormous expenditure of the public revenue, to make provision for meeting extraordinary and exceptional charges that may be incurred hereafter by similar disasters.

That your Memorialists therefore recognise the expediency of an Imperial Fund being created for the special purpose of meeting the demands that may arise by reason of future searcity and famine, and approve of the policy whereby the pressure of expenditure may be equalised over a series of years.

That your Memorialists also acknowledge the necessity for bringing the public revenue and public expenditure into a condition of financial equilibrium, for maintaining a sound financial position, as well as for creating a Special Famine Fund by means of additional taxation without encroaching on the ordinary revenue reserved for ordinary requirements of the State.

That such special Famine Fund proposed to be created

by the Government of India is intended to be provided from the following sources:—

New Taxation: License on Trades, Dealings, and Industries ... £700,000
Agricultural Tax, Bengal
and Northern India ... 500,000

Gain by extension of Provincial responsibility ... 400,000

That in pursuance of such determination, and with the view to raise a proportion of such additional taxation within the Territories subject to the Lieutenant-Governor of Bengal, an Act for the licensing of Trades, Dealings, and Industries has been passed by His Honor and assented to by the Governor General of India.

That your Memorialists cannot but regard the said Act as a violation of established principles of taxation, inasmuch as it throws upon certain classes of the public a burden which should be borne by all alike without exception, and demands that all branches of trade and industry shall contribute to the support of the State, while it exempts, invidiously and unjustly, every grade of the salaried officers of Government from any share of a special taxation necessitated by national exigencies.

That while your Memorialists are content to bear their fair share of that burden, they entirely dissent from the assumption that trades and industries generally benefit from famines, and that therefore they should be called upon to pay so large a proportion of the annual tribute demanded by the State as protection against such calamities. That while it cannot be denied that some trades and industries do derive temporary benefit from famines.

your Momorialists submit that such benefit is limited to a few only, while the great majority not only derive no benefit but actually suffer serious losses by the occurrence of famine.

That owners of jute mills and of steam ships and other carriers undeniably did derive advantages from the late famine in Madras, but ship-owners, with one or two notable exceptions, are not and cannot be made liable to such taxation as is now imposed, not being resident or in any way established in India; and to make those who are established in India; and to make those who are established in India liable to such taxations, while the others escape it, is to prejudice local interests as against foreign. With the exception of the classes named your Memorialists believe famine is a misfortune to trade generally, which is nevertheless called upon to meet the entire cost of providing such portion of the fund necessary to protect the State as is derivable from the measure complained of.

That markets for all classes of imported goods become stagnant from the results of famine,—scarcity and consequent dearness of food interfering with the ability of the population to purchase, importers thus finding consumption of their goods materially reduced; whilst exporters of produce find most articles of commerce enhanced in value and all means of carriage dearer,—trade thereby being rendered exceptionally hazardous and generally unprofitable.

That it has been officially assumed and declared that traders in rice in connection with the late famine have amassed enormous profits from that source. Your Momorialists believe such is not the case. No doubt, some

have made large profits, while a greater number have made moderate profits; but of others who were engaged in the trade some have been seriously embarrassed and some ruined through such operations, although at the same time the commercial enterprise involved in an unprecedented exportation of food grain from the Port of Calcutta has, your Memorialists believe, enabled Government to meet the emergencies of the famine at a very much smaller cost to the country than had traders not engaged so extensively in the traffic.

That in the opinion of your Memorialists the action of the Government of India by placing so heavy a burden upon the commercial and trading classes who have thus rendered substantial service to the State, while all official classes have been exempted, is unmerited and unjust.

That your Memorialists frankly admit and bear testimony to the laudable and excellent services rendered by Government officials of all ranks who were engaged in the famine in Southern India and elsewhere, and they would gladly see them appropriately recognised and rewarded; but your Memorialists submit that the performance of duty however zealously and efficiently discharged is no ground for exemption from taxation for national purposes; and that the immunity of the official classes from the obligations compulsorily imposed upon other sections of their fellow-subjects invests the Government measure with a most invidious character and constitutes it an act of grievous partiality.

Your Memorialists respectfully submit that national misfortunes, whether arising from famines or other causes beyond or within human control, enjoin obligations upon

every class of the community (if able to bear them) to contribute towards the national resources needed for alleviating consequential distress, and protecting the State against similar disasters in the future: and that any measure of Government which violates equitable taxation by overweighing selected classes of the people and giving entire freedom to others well able to bear their share of the burden, cannot be too strongly condemned as being at variance with a right disposition of responsibilities common to all allike.

That in the judgment of your Memorialists the Government measure is but a revival, in a modified form, of the abandoned Income Tax, which however possessed the redeeming features of approximately assessing the means of all who were bound to contribute to public requirements and of abstaining from taxing the hard earned pittances of the poorest classes; while the License Act, on the contrary, touches the scanty resources of the humblest and lowest in every social industry that can be enumerated, and apportions the fees payable in the three Presidencies in such a manner as to deny the tax even the merit of reasonable equality in its incidence.

Your Memorialists therefore pray your Lordship will not sanction the License Tax until it has been amended so as to include every official class within Her Majesty's Indian Tetritories, and to provide that all assessments shall be determined by a standard of uniformity.

From Chamber to Government of Bengal.

"The Committee of the Chamber of Commerce desire me to place in your hands the accompanying memorial addressed to Her Majesty's Secretary of State for India, with their request that it may, with the permission of His Honor the Lieutenant-Governor of Bengal, be forwarded to the Government of India for transmission to the Secretary of State."

JETTY CHARGES.

THE Chamber's last Report contained a representation to the Government of Bengal relative to the high tariff of charges maintained by the Port Commissioners for landing and shipping cargoes at their jetties. It was pointed out that the necessity for such rates did not exist, as the Commissioners had admittedly for some years appropriated large surplus of revenue towards permanent works of construction, the cost of which the Committee contended should be met by capital and not revenue; that the schedule of charges was consequently capable of considerable reduction, and that the perpetuation of an unnecessarily high scale was opposed to one of the most important objects for which the Port Trust had been established.

The answer of Government was disappointing, the Lieutenant-Governor having decided that the time had not then come for any general reduction of the existing scale of charges.

It was therefore with agreeable surprise that the Committee-within 6 months of His

Honor's unfavorable reply—were informed that the Commissioners were in a position to lower their rates: and, after communicating with members on the subject, the following letter was addressed to the Commissioners.

From Port Commissioners to Chamber.

Calcutta, 23rd March 1878.

In accordance with a resolution passed at the last meeting of the Commissioners, I am directed to inform you that the Commissioners contemplate making a reduction in jetty charges during the next financial year, and I am to request that you will be good enough to favor the Commissioners with any suggestions you may have to offer on the subject.

From Chamber to Port Commissioners.

Calcutta, 16th May 1878.

The Committee of the Chamber of Commerce received with much satisfaction the intimation conveyed in your letter No. 4588 of 23rd March that the Port Commissioners contemplated making a reduction in jetty charges.

To enable them to ascertain, for their guidance in answering your reference, what the opinions of members of the Chamber might be on the subject, the Committee submitted the Commissioners' proposal for information and early reply in a circular dated 30th March, but they regret they have not received so many answers as they hoped would be sent: as they are anxious however to place before the Commissioners an acknowledgment of

their reference without further delay, the Committee direct me to forward the individual opinions of members as the most convenient means of enabling the Commissioners to gather what reduction is suggested in respect to the articles in which each is specially interested.

The Committee experience considerable difficulty in recommending to what extent the reduction should apply to each of the numerous articles specified in the import and export schedules,—a variety of circumstances presenting themselves in the consideration of what would be a fair and proper distribution of jotty rates: the proportion of revenue contributed by each item, the quantities and values of goods, the sizes of packages, facility in handling them, &c.

An all-round reduction of so much per cent. advocated by some of the members would not in the judgment of the Committee be an equitable arrangement, and they are not prepared to recommend it; nor can they endorse all the changes submitted in the correspondence: but they have no hesitation in expressing their opinion that while a substantial reduction is required on all classes of merchandize care should be taken to relieve as far as possible cheaper and bulkier articles, which can less bear the weight of charges than others of greater value and in smaller compass.

The Committee hope the Commissioners will see their way to make very material reductions in their tariffs, and thus give practical effect to one of the most important objects of their trust, viz., the removal of burdens from the trade of the port to the utmost extent consistent with legitimate demands on their resources.

IMPORT DUTIES.

THE following representation has been submitted to the Government of India regarding the remission of import duties on sundry descriptions of grey cotton piece-goods. The object of Government in their Financial Resolution on the subject was stated to be the removal of the protection afforded to cotton fabrics manufactured in this country coming into competition with imported British goods of similar kinds, and thus relieve the latter from the pressure to which they had been subjected in consequence of the production of Indian mills being unhampered by excise or duty. This new policy was inaugurated by the declaration that certain descriptions of cloth should be exempted from import duty on the condition that they contained yarn of no higher count than 30s. that number being taken as the standard by which exemption should be determined.

It seemed however that several important articles of cotton goods, although fulfilling the conditions of exemption as regards quality, were still subject to duty because not specially referred to by name in the notification: the protection therefore which it was the avowed object of Government to remove remained in full force as against the articles referred to, and the purpose of the Committee's representation was to call attention to this anomaly.

From Chamber to Government of India.

Calcutta, 17th April 1878.

I am directed by the Committee of the Chamber of Commerce to address you in regard to the Notification, No. 43, dated 18th March 1878, exempting from all import duties sundry descriptions of grey cotton piece goods.

In the Resolution No. 1911, dated 18th March 1878, published by the Financial Department, it is stated that the Government of India have been at some pains to ascertain how such of the cotton duties as appear to them actually protective could be defined, and it is then added, as the result of such enquiry, "that the real test is the quality or fineness of the yarn of which the goods consist."

The Committee of the Chamber do not propose to discuss the question of how far this proposition is correct, —the object of their communication being to joint out that the legislation which followed the enquiries resulting in the conclusion above referred to appears to have proceeded on a different basis, and to call attention to certain anomalies which in consequence have arisen.

Para: 57 of the Resolution particularises by name the descriptions of goods proposed to the exempted from duty; these being T. cloths, jeans, domestics, sheetings and drills; and para: 58 imposes "the further condition that "goods so exempted shall not contain finer yarn than "what is known as 30s., that is, yarn of which 30 hanks
"of 840 yards each weigh one pound." In the Notification it is similarly specified that the goods exempted
from duty shall come under certain designations, and
also be subject to the further condition as regards fineness
of yarn, already referred to.

The apparent contradiction between the "real test" as defined by the Government of India and the terms of the Notification has occasioned considerable dissatisfaction amongst importers of cotton goods, and it has been represented to the Committee of the Chamber that the condition referred to must operate very unfairly against certain goods which, though satisfying the condition as to count of yarn, are still not commonly recognised by any of the names set forth in the Notification. As an illustration, the Committee would draw attention to a certain description of stout or domestic cloth, which, for convenience of sale, importers have been in the habit of receiving in pairs of about 10 yards in length. These goods are used very largely by the Natives as chudders, and consequently this name has been given to them by importers and is their recognised designation by the Custom House authorities. This being so, it follows that although the cloth is in all respects, as far as quality is concerned, a domestic, still with the present Notification before him the Collector of Customs is unable to pass it free of duty.

Other instances might be given to show the unfavorable position in which importers of certain fabrics are placed, but chadders have been selected both because they fairly illustrate the anomaly created by the terms of the Notification, and also because such goods are largely manu-

factured in Native mills; and thus the protection which the Government apparently desire to remove still remains in full force in regard to these goods.

The practical effect of the Notification as it now stands is that cloth made in a particular length and bearing an arbitrary title passes free of duty, while precisely the same fabric cut up for convenience of sale into a different length has to pay duty.

The Committee of the Chamber would therefore respectfully urge on the Government the desirability of amending the Notification so as to include all cloths, of whatever denomination, made of yarn not finer than 30s; or if the intention of Government was really to exclude from exemption all goods not specially particularised, although fulfilling as to quality and fineness of yarn the "real test" laid down in the Resolution, then in such case steps should be taken to remove the ambiguity which appears at present to surround the question.

JUTE WAREHOUSE ACT.

This important matter has been the subject of a lengthened correspondence with Government which was given in the Chamber's Report for last half-year: and the Committee have occasion to draw attention to it again. It will be noticed that the representations made by the Committee as to the manner in which the Jute warehouse and fire-brigade Acts were administered have resulted in a communication from the

Government of Bengal to the Chairman of the Calcutta Municipality, which more than justifies the Chamber's action and remonstrances against the excessive contributions levied from a single limited and unprosperous branch of business, compelled to bear the burden of the entire cost of maintaining the fire-brigade of the city.

There might have been some reasonable ground for such taxation if it were shewn that it was essential to the purpose for which it was raised; and that for the efficient maintenance of the fire-brigade the Municipality needed all the funds that could be legitimately collected; but the levy of excessive fees from the owners or licensees of jute and cotton warehouses has been gravely aggravated by the facts disclosed in the Lieutenant-Governor's letter to the Municipality.

The following extract gives those facts:—"But from the accounts of 1876 it appears that in that year the receipts from the single item of jute and cotton warehouses amounted to a sum which not only defrayed the entire cost of inspection, &c., in working the Act, and the whole expense of the fire-brigade, but also yielded a surplus, which allowed of a grant of Rs. 16,552 being made to the Alipore Leck-Hospital, and also of a grant of Rs. 10,000 being made in aid of the general funds of the Suburban Municipality. The total cost of

the fire-brigade is entered at Rs. 15,698; while the fees on warehouses in Calcutta were Rs. 29,291 and in the Suburbs Rs. 20,794, or Rs. 50,085 in all."

It was impossible for the Lieutenant-Governor to ignore or overlook such facts: the statement carried with it a condemnation of the system which produced them; and the Committee have emphatically declared against the application of such funds to objects having no conceivable connection with those contemplated by the Act.

From Under-Secy. to Govt. of Bengal to Chamber.

Calcutta, the 15th February 1878.

With reference to this office letter No. 432, dated the 28th January 1878, and connected correspondence, regarding the working of the Jute Warchouse and Fire-*No. 701, dated the 18th Ebruary 1878.

I am directed to forward herewith, for the information of the Committee of the Chamber, copy of a letter which has this day been addressed to the Chairman of the Calcutta Municipality on the subject.

From Govt. of Bengal to Calcutta Municipality.

Calcutta, the 15th February 1878.

With reference to your letter No. 1901, dated the 18th June 1877, and the connected correspondence, I am directed to communicate the following remarks of the Lieutenant-Governor on the working of the Jute Warehouse and Fire-Brigade Acts, and to request that the subject may be brought to the notice of the Municipal Commissioners for their consideration and for such action as they may consider it advisable to take.

- 2. It will be remembered that in August 1876 the Bengal Chamber of Commerce complained of the manner in which the law was administered, and a correspondence ensued, in the course of which the questions raised have been very fully examined, and the provisions of the law, as well as the practical effect of its operation, have been enrefully considered by the Government.
- 3. The Lieutenant-Governor is of opinion that it is not at present expedient to attempt any amendment of the law. Some provisions of the law might no doubt be improved, if legislation on the subject were otherwise desirable. It has been shown that the tax on Insurance Companies is really paid not by the Companies themselves, but by those who insure with them; and it would be well either to abolish this tax altogether, or to impose it in some form which should secure its being paid by those on whom it was intended to fall. The law also appears to fix the minimum license fee in Calcutta at Rs. 250, and in the Suburbs and Howrah at Rs. 100; and it would be an improvement if this minimum were lowered, so as to meet the case of warehouses which cannot equitably be charged at so high a rate. It would also be desirable that the Commissioners should be authorized to levy a moderate fee (in addition to the ordinary house-rate) upon such premises as are used for the storage of what the Insurance Companies class as "hazardous goods;" and that fees so levied should be credited to

the Fire-Brigade Fund, in addition to the fees for firework licenses, which are creditable to the Fund under the existing law.

- 4. But considering that the Act of 1872 has been in force for hardly six years, and that two amending Acts have subsequently been passed, the Lieutenant-Governor does not propose to have recourse to further legislation at present. It remains to consider in what manner the provisions of the existing Acts should be carried out, so as most effectually to secure the objects with which the law was framed, without entailing hardship upon any class of the community.
- 5. Section 29 of Act II of 1872 contemplates the contingency of a contribution being made by the Municipal Commissioners of Calcutta and the Suburbs towards the payment of the expenses of the fire-brigade in the event of the charges of the brigade not being fully covered by the receipts accruing under the Act, that is to say, by the fees on jute warehouses and on fire-work licenses, together with the receipts from Insurance Companies. But from the accounts of 1876, it appears that in that year the receipts from the single item of Jute and Cotton warehouse licenses amounted to a sum which not only defrayed the entire cost of inspection, &c., in working the Act, and the whole expense of the fire-brigade, but also yielded a surplus which allowed of a grant of Rs. 16,552 being made to the Alipore Lock-Hospital, and also of a grant of Rs. 10,000 being made in aid of the general funds of the Suburban Municipality. The total cost of the fire-brigade is entered at Rs. 15,698; while the fees on warehouses in Calcutta were Rs. 29,291 and in the Suburbs Rs. 20,794, or Rs. 50,085 in all.

- 6. It appears to the Lieutenant-Governor that such a statement carries with it a condemnation of the present system. The maintenance of a fire-brigade is an object in which all classes of the community are interested, and to which all ought to contribute. It would be reasonable that a portion at least of the expense should be borne by the general funds of the Municipality. The owners of jute and cotton warehouses might fairly be called upon to defray the whole cost of inspection, and to contribute a portion of the expenses of the fire-brigade. But a system under which a single class of the community (a class whose numbers are limited, and whose business is understood not to be specially prosperous) is made to pay the whole cost of the protection of the town from fire, and to contribute a large sum for expenditure upon other objects, is opposed to all principles of equity and to the spirit, if not to the letter, of the law. Municipal taxation is already so high that the Lieutenant-Governor does not desire to press the question of a contribution to the fire-brigade from general municipal funds, but only to commend to the consideration of the Commissioners the arguments which appear to show the equity and reasonableness of such a contribution being made. But His Honor is of opinion that the fees charge ed under the Act should be fixed in such a manner as not to yield more than the sum required to render the fire-brigade self-supporting; and he would invite the Commissioners to keep this principle in view in dealing with all applications which may be made to them for reductions of the present assessment, or for the issue of fresh licenses.
 - 7. The present surplus in the Fire-Brigade Fund,

- which is understood to amount to about Rs. 35,000, should, in the Lieutenant-Governor's opinion, be devoted to the formation of a reserve foud for the purchase of new-engines, hose, and other plant required for the working of the brigade. A sufficient number of horses for the engines should also be kept, and the establishment generally should be made as efficient as possible.
- 8. The Lieutenant-Governor would also invite the attention of the Commissioners to the provisions of Section 30 of Act II of 1872 which authories the Lieutenant-Governor on the recommendation of the Commissioners passed by resolution, to declare that any other fibre or other commodity which is stored or deposited in warchouses, besides jute and ectton, shall be warchoused and kept subject to the provisions of the Act. It appears to Mr. Eden that hemp is a fibre which might properly be brought under the operation of this section, and he will be prepared, if the Commissioners should pass a resolution recommending him to do so, to declare hemp to be subject to the provisions of the Act in the same manner as jute and cotton, and with the same exemption of small quantities as is provided for jute by Section 13 of Act II of 1875.
- 9. Whether any other commodity besides hemp may properly be treated in the same manner is a question upon which the Lieutenant-Governor does not desire at present to offer a decided opinion. It has been suggested that mineral oils, when kept in any considerable quantities, are a source of serious danger, and that dealers might be required to keep them in licensed warehouses. The Lieutenant-Governor would be glad to receive an expression of the opinion of the Commissioners on this point and to be favoured with any information

which they may be able to give regarding the trade in mineral oils, the amount imported, and the kind of buildings in which the oil is usually stored. The extension of the Act to hemp warehouses (and possibly to oil warehouses also) would throw the burden upon a larger class, and would enable the Commissioners to reduce the existing rates without diminishing the total receipts of the funds.

From Chamber to Government of Bengal.

Calcutta, 15th May 1878.

The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 704 of the 15th February last, forwarding for their information copy of a letter addressed to the Chairman of the Calcutta Municipality regarding the working of the Jute Warehouse and Fire-Brigade Acts.

Your letter would have received an acknowledgment on due course, but the Committee have deferred it in the hope that the answer of the Chairman of the Municipality would also be placed before them, so that they might have the opportunity of expressing their opinions simultaneously on the subject of your letter and the measures which the Municipality may recommend or adopt; but as further time may lapse before they are in possession of the Chairman's reply, the Committee proceed to submit the following remarks.

I am to express their satisfaction that the persistent representations of the Chamber, regarding the manner in which the Acts referred to have been administered, have at length resulted in the full examination and careful consideration of the points submitted by the Chamber, of the provisions of the law, and of the practical effect of its operation. It is the evident desire of the Lieutenant-Governor that the law shall, for the future, be administered with a just respect for the interests of those whom it affects; and the Committee are confident that, after His Honor's recorded condemnation of the system against which they have so strenuously protested, a fair and equitable distribution of taxation will be practically recognised as the only principle on which the Acts can be satisfactorily worked.

That the Chamber had sufficient grounds for protesting against the immoderate charges demanded from the licensees of jute warehouses is amply shewn by the fact that those charges not only defrayed the entire expense of maintaining the fire-brigade but yielded a surplus of more than twice the amount of such expense, as well as by the revelation of an extraordinary misapplication of that surplus to purposes entirely foreign to the objects contemplated by the Act. To weight a limited and generally unprosperous business with excessive taxation and to appropriate a large portion of a surplus thereby acquired to objects altogether beyond the scope of the Act, is so totally opposed to all principle of equity that the Committee cannot refrain from expressing their condemnation of such irregular dealing with funds contributed for the maintenance of a special branch of municipal administration.

The Committee entirely concur in the Lieutenant-Governor's opinion that the fees charged under the Act should be fixed in such a manner as not to yield more than the sum required to render the fire-brigade self supporting.

and that the maintenance of such a service is an object in which all classes of the community are interested and to which all should contribute; but they fail to see the reasonableness of His Honor not desiring the General Municipal Fund to contribute to the fire-brigade because municipal taxation is already so high. The licensees of jute warehouses are not freed from heavy municipal taxation by their payment of the fire-brigade tax, but have to pay their rates as well as other house-holders. That municipal taxation is already excessive is rather a reason for distributing the fire-brigade tax as widely as possible and not for accumulating it upon a single trade that can with difficulty pay its way.

With reference to the proposal that hemp should be declared to be subject to the provisions of the Act in the same manner as jute and cotton, the Committee apprehend that, as the whole amount of the trade in that fibre is so petty and entirely in the hands of 'traders in jute, there are not half a dozen godowns used in a Calcutta for hemp that are not already licensed for jute, and that the proposal has been made under a misconception of the extent of the trade in that article and of the provision already made for its storage.

There is a point in connection with the matter under, submission which does not appear to have arrested the Lieutenant-Governor's attention, but it is an important one; and the Committee believe that if the Municipal Commissioners of Calcutta, of Howrah, and the Saburbs adopt the recommendations indicated by His Honor, the apprehended diversion to the producing districts of the business of screwing jute will be materially checked: for they are credibly informed that the onerous conditions

under which the jute trade has been worked here have caused a steady increase of screwing in the interior which has led to several ships loading at Chittagong, and if that route should be more generally adopted Calcutta would lose a large part of her jute exports, thereby affecting the receipts of the Eastern Bengal Railway Company by diminished traffic and the revenue of the Port by diminished traffic

CARGO BOATS.

Ir will be seen from the letter addressed to the Chamber that certain owners of cargo-boats have presented a very strong remonstrance against the conduct of the River police: and the grievances complained of, under a variety of circumstances, appearing to be such as to call for the interference of higher authority and the consideration of Government, the Committee forwarded a copy of the representation for submission to the Lieutenant-Governor. No reply has been received yet, but it is believed that the matter is engaging His Honor's attention.

From Chamber to Government of Bengal.

Calcutta, 14th March 1878.

The Committee of the Chamber of Commerce desire me to forward a printed copy of a letter addressed to them by some members of the Chamber and others interested in the subject regarding certain wrongs and grievances complained of by the owners and manjees of cargo boats.

Presented with the authority of signatures which they are bound to respect the Committee are of opinion that the remonstrance so strongly urged upon their attention demands the serious consideration of Government, and they forward the representation for submission to the Lieutenant-Governor in the hope that His Honor will be pleased to direct an inquiry into all the matters brought to notice.

Calcutta, 6th March 1878.

Referring to the conversation some of our number had last Saturday with you and with Mr. Mackinnon, your President, we beg to solicit the assistance of the Chamber in redressing certain wrongs and grievances which are shared alike by Cargo Boat Owners and Cargo Boat Manjees.

The manjees have long complained of the persecutions they have been subjected to at the hands of the police, but these proceedings are now being carried on to such an arbitrary extent that they have really become beyond endurance. The result has been that the boatmen as a body struck work last Friday, and the shipping of the port was suddenly suspended all that forenoon, until the men were persuaded to resume work on the assurance that their grievances would be represented through the proper channel.

Ever since the termination of the famine and the commencement of the slack times, there has been, as it were, a regular raid made by the police on the cargo boat manjees; and the Customs authorities appear to be doing all in their power not only to uphold and assist the police, but to exercise all the authority they can against the interests of the cargo boat owners.

The grievances of the boatmen are, that the police are continually persecuting them. If one of the crew happens to be absent from a boat, the manjee is summarily arrested, taken off to the police, placed before the magistrate the next day, fined on the evidence of a single policeman, and his license taken from him. It is almost unnecessary for us to explain, for it will be obvious to the Chamber. that it is frequently rendered necessary for one of the crew to go ashore, either to report the movements of his boat, or on some other matter connected with the cargo he is carrying, or the business on which he is employed, or for the purpose of procuring the necessaries of life : or a man may suddenly be taken ill and sent ashore. As cargo boat owners, we would be relieved of a great cause for anxiety were the police to take upon themselves a portion of our duty in seeing that our boats are properly manned, but this voluntary and zealous care of our property may be, and is being, carried to such an extent that it becomes a perfect nuisance; it unnecessarily harasses the boatmen, causes constant loss to the owners, and retards business to such an extent as to lead to the greatest annoyance and inconvenience.

Another grievance is, that when a boat is being hauled in to a wharf to load, or alongside a ship to discharge, and there is some trouble and consequent delay in so doing, no matter what the cause of such delay may be, whether from the state of the tides, or from any other cause over

which the boatmen can have no control; if it so happens that a police boat is passing at the time, the manice is at once arrested, taken off to the police, placed before a magistrate the next day on a charge of causing an obstruction, is fined, and his license is taken from him. Considering how close the ships are moored to each other, and the number of boats that are required to meet the daily loading capabilities of say two ships laying abreast of each other, considering the strength of the tides in the Hooghly, considering also how close the ships are moored to the shore, even at some of the chief export wharves (for instance the wharf between Koila and Chandpaul Ghats) where the daily exports are considerable; it is simply impossible to avoid at times a temporary obstruction and crowding; the interference of the police, which is exercised without any judgment- or discretion, falls with great severity on the poor boatmen.

Whilst on this subject, we beg leave to suggest that the Port Commissioners be asked to leave the inshore mooring berths unoccupied by vessels from Koila to Chandpaul Ghats, so as to give the accommodation that is actually necessary for the exports that are daily made from that wharf.

Another grievance the boatmen have is that, by some new rule, no boat is allowed to carry more than $7\frac{1}{2}$ seers of rice for the use of the crew. It is needless for us to make any comment on this; the absurdity and unreasonableness of this new rule will be obvious to the Chamber. But apart from the absurdity of the rule, the arbitrary way in which the police attempt to enforce it is such that no man, however humble in position, could tolerate it. The police go into a boat, upset the crews pots and pans, and other-

wise ill-treat the men and their property in a most arbitrary and ruthless way. If this is not wanton trespass and abuse of authority, we hardly know how else to designate such action.

Another complaint generally made by the boatmen is, that these raids against them on the part of the police, are frequently made for the purpose of levying "black mail." When a manjee is arrested by the police he has only to make a successful bargain with the arresting officer, generally a native, to effect his release. All the prosecutions against the manjees are conducted by the police, and convictions obtained on the evidence of a single policeman.

Now all these grievances on the part of the manjees recoil on the owners of boats. Owing to the frequent and heavy fines inflicted on the manjees, the crews of the boats have all stuck out for higher wages, and this the owners have been compelled to grant. This falls as a tax on the owners, arising solely from the unnecessary interference on the part of the police. This loss, however, is small, compared with that which is entailed through the detention of the boat and consequent loss of hire. No matter for what offence a manjee is convicted and fined. whether for having a short crew, or for causing an obstruction, the license of the boat is attached by the police, and forwarded to the Customs authorities. The Customs authorities either return the license with a fine, or cancel it altogether; but this also is done by a strange rule of equity. No matter how many boats one owner may possess, if two or three of his manjees, of different boats. are prosecuted by the police, it is considered as a repetition of the same offence, and the license is cancelled.

The owner is then obliged to apply for a fresh license, which necessitates a fresh survey, and this renewal of the license, after a delay of two or three days, which is taken up in the license being sent from the police to the Customs, and on application to the Collector, causes a further detention of three or four days. Formerly the license used to be returned on payment of a fine, which fell heavy enough, but now the cancelling process is reverted to with unrelenting severity.

We submit there is really no necessity for this wanton interference, on the part of the police and Customs authorities, with our private property and the rights and liberties of the carge boat manjees. Cargo boat owners have quite enough of capital at stake to make them look after their own property, and to exercise sufficient viginance over the manjees, to see that a full crew is maintained. If the River Police were to do their duty, they ought to have quite enough of legitimate work to attend to without going out of their way to harass cargo boat manjees and impede the work of the port.

In regard to the licensing of cargo boats, owners are made to suffer an unreasonable detention and loss of hire, through the culpable indifference on the part of the Custom House authorities as to the unnecessary delay that takes place in the issue and registration of the licenses. A boat is first sent to the Kidderpore Dockyard for survey, but there no delay occurs, for the Surveyor of Cargo Boats, we feel bound to admit, promptly executes his part of the work. After the survey, the boat is sent to the Custom House Wharf, and it is hero that the trouble and delay is experienced, owing to the supercilious indifference displayed by the Custom

House people from the Registrar of Cargo Boats down to the peon who goes to see the number painted on the boat.

We submit there is no necessity for the boats being sent all the way from the Kidderpore Dockyard to the Custom House Wharf simply, for the purpose of a peon being sent on board to have the number painted on. This portion of the licensing operation could better be done at the Dockard by the Surveyor when he has passed a boat. Indeed it would be a cheaper and better arrangement if the offices of Surveyor and Registrar were amalgamated into one, and we think if this matter were represented to the Government, it would meet with some consideration.

Another grievance the native cargo boat owners complain of, but which has not yet been felt by us, is that when a new boat is sent for registration after survey, the Registrar insists on knowing what the boat has cost, and even goes so far as to demand the production of the account to support their statements, meanwhile withholding their license.

Another new rule recently issued by the Customs authorities appears feasible in theory, but practically works to great inconvenience and loss to cargo boat owners. When goods are returned from a vessel, the Preventive Officer on board issues a protective boat-note, which holds good for 24 hours only. If the owner of the goods does not take delivery within that time, and often it occurs that he cannot do so, the license is taken to the Custom House, where it is retained until application is made for it. The license is then, at the option of the Collector,

returned either with or without payment of a fine, or it is cancelled. In any case, the loss, by detention of the boat, falls very heavily on the boat owner. There is really no necessity for the exercise of such severity in a matter of this kind.

Another new rule, which causes considerable inconvenience, might well be withdrawn without the least detriment to the Customs Department. From time immemorial, it has been the custom that, as soon as a boat is loaded at a wharf, it hauls out to make room for other empty boats to come in to be loaded. The loaded boats haul out and hang to a buoy, and, as is often done, the manjee is ordered by the shippers' sircar, if the tide suits, to drop down to a particular buoy, and to wait there until he gets his boat-note: meanwhile, the shipper is taking out his pass at the Custom House. Now if a loaded boat is found laying at a buoy, even if it be at a buoy just outside the loading wharf, the Customs' Inspectors demand the license from the manjee, and forward it to the Collector. The tedious, dilatory, and ruinous process of getting back the license has to be gone through again.

Since writing the above, one or two matters have transpired which we think it necessary to mention here. On Tuesday last, a boat, which had been laying empty at a a buoy, was coming to the wharf to allow one of the crew to go on shore. The wharf was crowded, and the man, seeing there would be delay in getting the boat close in-shore, left it when it was still a little way out. Shortly after he had done so, the Police Boat came by and arrested the manjee for having a short crew. The owner of the boat went down to the Police Court to have the manjee defended. He went too late, for the case had been

disposed of, and the manjee fined Rs. 3; but while giving his instructions to one of the Pleaders of the Court, he was informed by the Pleader that it was useless to defend the manjees in cases of this nature, as, unless very good witnesses, other than boat manjees, could be produced, the Court would be certain to convict on the evidence of the police. The Pleader also stated he had defended several manjees in cases of this kind, but he had found it a hopeless task to get an acquittal. We mention this to show the impression left even on the minds of the Pleaders.

Another matter is, that a few days ago a boat was coming out of the canal, and a policeman hailed the manjee, and demanded his "khorakee," a common occurrence as we are given to understand. The maniee knowing what his fate would be if he refused, asked how it was to be given. The policeman threw a cloth on board. and told the manjee to fill it with rice, and to hand it to a beggar who was passing at the time, intending, doubtless, to take it from the beggar at a favorable opportunity. The manjee did as he was told, but it so happened that, just at that moment, another policeman was passing by, who arrested the beggar and the manjee. The manjee then made a clean statement of the whole case, and the result was, that the first policeman was also arrested. and eventually the policeman and maniee were both convicted by the magistrate. This case will speak for itself.

From a report in the daily newspapers of a case that was recently tried in the Calcutta Police Court, it appeared that Superintendent Robertson came forward to explain that the late strike among the cargo boat manjees arose from the fact that 29 of their number were arrested on one day on a charge of bleeding bags of rice. Now this charge against these 29 men was got up the day after the police had, by beat of drum, notified the new rule that no boat was to carry, for the use of the crew, more than a certain quantity of rice. To enforce the rule, a regular raid was made against the cargo boat manjees; the manjees of those boats in which more than that quantity was found, were arrested and charged with bleeding the bags. What evidence did the police produce in support of the charge? Surely they were not eyewitnesses to the bleeding operation, and we are given to understand the charges were not made at the instance of the shippers. The bleeding of bags is carried on to as great if not greater, extent by the coolies and cartmen ashore, but the police do not find it such profitable employment in prosecuting these men, for the reason that they cannot be caught in out-of-the-way places beyond the reach of witnesses, as is the case with the cargo boat manjees.

We trust the Chamber will agree with us that cargo boat owners and cargo boat manjees have just and reasonable grounds to protest against this abuse of power and tyrannical treatment, and we solicit the early assistance of the Chamber in having these grievances redressed. Bill to Amend the Law relating to Promissory Notes, Bills of Exchange and Cheques.

The Committee having been requested to express their opinion on the provisions of this Bill sent in the following remarks upon those sections which appeared to them capable of amendment.

From Chamber of Commerce to Govt. of Bengal.

Calcutta, 18th February 1878.

THE Committee of the Chamber of Commerce desire me to submit the following remarks on the Bill to define and amend the law relating to Promissory Notes, Bills of Exchange, and Cheques.

Section 1.—The Committee are of opinion that the term Hundi should be defined, in the same manner as Notes, Bills, and Cheques are defined.

Section 19.—The Committee suggest that this section would be better expressed by transposing the word Cheque after Bill of Exchange.

Section 22.—Cheques, as such, are payable on domand; but if they are made payable at sight, after sight, or after date, they become Bills of Exchange and require to be stamped as such.

Section 23.—The expression at sight has not hitherto meant on demand.

Section 26.—The Committee fail to perceive any distinction between a non-business day and a public holiday, for they consider every day to be a business day that is not a public holiday or is not one of the days covered by that expression. The explanation in the Bill practically includes all Indian holidays, the effect being that all negotiable instruments maturing on these days are payable on the next succeeding business-day. There seems no sufficient reason to alter the present custom which is quite the opposite, and under which payment has invariably been made on the day preceding such non-business day or public holiday.

Section 27 (d).—The provision contained in this clause is a dangerous one, because the custom in Calcutta on presentation of bills for payment is for the holder to endorse them before presentation, but such endorsement does not necessarily prove that the bills have been paid.

Section 28.—The exception to this section seems of doubtful expediency, and to contradict the provision of the Section immediately following.

Section 34, 35 and 40.—The wording of these sections requires to be made more distinct.

Section 42.—The Committee are of opinion that the exception to this section should be omitted. A partner when signing for his firm should always use the firm's name, and not his own; if his acceptance is for partner-ship purposes the firm's name, and not his own, should be used.

Section 45.—Ordinarily bankers decline to accept, except in cases where they have specially agreed to do so: for instance—a cheque which has been altered and made payable at sight, after sight, or after date, would be refused acceptance by a banker in this country. Any other

practice would lead to confusion. A banker cannot be expected to write off amounts from an ordinary current account to provide for acceptances.

Section 51—seems complicated, for if every prior party is a principal debtor how can they be described as sweties? A verbal alteration of the section is necessary, as at present the position of the principal debtor and sureties does not appear to be sufficiently defined.

Section 70.—The Committee are of opinion that it would be simpler to make the words or order a sign of negotiability, and their absence the reverse. At present the endorsement Pay C. would be considered as requiring C to apply personally for the money, and would not empower him to transfer the document to any other than the drawee.

MASTER AND SERVANT BILL.

The revised Bill to define the Law relating to Master and Servant has had the Committee's attention, and their opinion of it will be found in their reply to Government.

From Government of Bengal to Chamber.

Calcutta, 11th April 1878.

I am directed to forward herewith a copy of a draft (revised) Bill to define and amend the Law relating to Master and Servant and of its statement of objects and reasons, and to request that you will be good enough to favour the Lieutenant-Governor with an expression of opinion of the Committee of the Chamber of Commerce on the provisions of the Bill.

2. I am to request that a reply may be sent so as to reach this office by the end of May next.

From Chamber to Government of Bengal.

Calcutta, 15th May 1878.

The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter No. 1718 of the 11th ultimo, with copy of a Bill regarding the relation of Master and Servant which is intended to form a chapter of the Indian Civil Code.

The Committee are much inclined to doubt the expediency of the proposed legislation, as they consider the relations existing between Masters and Servants sufficiently well established and recognised without the interposition of an express legal enactment: but if it is the purpose of Government to proceed with the measure the Committee are of opinion that, compared with the Draft Bill published some months ago, and which failed to carry with it the approval of the public by whom many of its provisions were strongly objected to, the Bill now before them presents no features to which exception can reasonably be taken.

Value-Payable Overland Parcels.

The Director General of the Post Office having invited the opinion of the Committee on the question whether the extension of the value-payable system to overland parcels would or would not be a boon to the public, especially to Europeans residing in the interior of the country, the Committee have replied in the affirmative, as they believe the arrangement would be greatly appreciated by those who have no facilities in distant and isolated parts of the country for making remittances, and instrumental in promoting the convenience of the community generally.

From Director General of the Post Office of India to Chamber of Commerce.

Calcutta, the 9th April 1878.

In forwarding to you the accompanying Memoranding and its enclosures, relative to the objection taken by the Calcutta Trades Association to the extension of the 'value-payable' system to overland parcels, I have the honor to invite an expression of the opinion of the Bengal Chamber on the point mentioned by the Government of India, viz., whether "the extension of the 'value-payable' system to overland parcels would, or would not, be a boon to the public, especially to European residents in the interior of the country."

Memorandum by A. M. Monteath, Esq., Director General of the Post Office of India,—No. 388, dated 9th April 1878.

Annexed are copies of the papers noted on the margin relative to the objection taken by the Calcutta Trades Association, dated the Calcutta Trades Association to the extension of the system of the extension of the system of value-payable' parcels, so as to include parcels transmitted from To Secretary to the General Transmitted from T

To Secretary, Calcuttra Trades Association, No. 8597, dated 12th February 1878.
To Secretary to the Government of India, Financial Department, No. 8598, dated 12th February 1878.
From Secretary to the Government of India, Financial Dept. to the Serancial Dept. to the Se-

cretary, Calcutta Trades Association, No. 1961, da-

ted 21st March 1878.

2. It will be observed from the paper last quoted, that the Government of India desires to learn from other representative bodies "whether in their opinion the extension of the 'value-payable'

system to overland parcels would, or would not, be a boon to the public, especially to European residents in the interior of the country." In pursuance of this desire, it is now proposed to consult the several Chambers of Commerce, the Trade Associations of Madras and Bombay, the Agents of the principal Railways (on behalf of the large numbers of the Europeans employed under them), the Planters' Association, Assam and the Coffee Planters' Association.

3. The 'value-payable' system provides for the transmission by the Post Office of a parcel (paid or unpaid) with the condition of realizing from the addressee on delivery the value of its contents as declared by the sender, and the payment to him (the sender) of the amount so realized, less a commission of about 2 per cent.: thus facilitating intercourse between customers and tradesmen by saving the addressee (or customer) from the trouble of

a separate remittance and the sender (or tradesman) from the risk and trouble of collecting his money.

4. No question has been raised as to the probable convenience of the system as applied to the inland parcel post of India; and the point raised by the Calcutta Trades Association has reference solely to the extension of the system to parcels coming from England to India.

From E. Hickie, Esq., Secretary, Calcutta Trades Association, to the Director General of the Post Office of India,—dated 8th December 1877.

In your Notification of the 1st November 1877, relative to the introduction into the Indian Post Office of a system of 'value-payable' parcels, it is stated that the system 'will shortly be extended to 'overland parcels' booked in London for delivery in India."

- 2. The Committee of the Calcutta Trades Association desire to protest most strongly against the extension of the system to England, as calculated seriously to injure all who are engaged in trade in India. That this must be the result is obvious; and yet this consideration appears to have been overlooked in the preparation of this scheme.
- 3. The Committee desire also to express their surprise that no reference should have been made to them in this matter, seeing it is so intimately connected with the interests they represent. They submit that, if it was thought advisable to obtain their opinion when the scheme was first mooted in connection with India, in 1870, there was clearly a greater necessity for doing so at the present time.

- 4. It enunct be denied that the Post Office is working within its legitimate limits in endeavouring to facilitate the delivery and payment of small packages of merchandise sent from one part to another of the same country; but when it proposes to establish an agency for similar purposes between two countries opposed in so many respects as England and India, and which have not oven a common currency, the Committee submit that the Department is entering on a service which does not lie within its province
- 5. The Committee would remark that the Trades Association made no objection to the introduction of the Money Order and Overland Parcel Post systems, as it was felt that these measures were for the convenience of the Indian public, notwithstanding that they might tell, as they have told, against the direct interests of the Indian trader. It is, however, a very different matter when the Government takes upon itself functions which lie completely outside its legitimate sphere, and the Committee contend that it cannot be any part of the duty of a Department of the Indian Government to collect bills for traders either within or without the country.
- 6. When the proposed measure was first announced in 1870, it was believed that its application to local transactions would tand to relieve the almost compulsory system of credit which obtains in India; but a re-consideration of the question has led to a better appreciation of the broad principle involved, and the Committee would now prefer to see the proposed scheme abandoned in its entirety. If it be adopted, its application abroad cannot fail to have a depressing influence on trade here, with the probability that the revenue may suffer on the one hand,

without either the general public or the Government rereceiving an adequate advantage on the other.

- 7. The Committee would also remark that the British Post Office has apparently not advocated the scheme, nor has any connection with it, and it appears, therefore, unjust to the Indian tax-payer that an important public department of this country should be permitted to become the medium for promoting the interests of the London tradesmen only, and to establish in London a separate agency for the Indian Post Office, thereby increasing the home charges of India.
- 8. It is questionable, also, whether the system, if extended to England, would, under the limit of value payable, vix., £10, satisfy either the Indian consumer or the London supplier, for the Committee presume that the Government do not contemplate the development of the system, in reference to overland parcels to its fullest extent.
- 9. It is also a significant fact, as showing the undesirability of the proposed scheme, that although private enterprise is ever ready to forward the interests of the public, it has not ventured on an undertaking of this nature.
- 10. There will also necessarily arise, in connection with this matter, questions of Exchange, Commission, Insurance, Freight, and Customs Duty; and when these are fully considered, the working of the scheme will be found to be surrounded with so many practical business difficulties as would hardly, the Committee conceive, induce any Government to be at all more ready than private enterprise to enter upon it.

- 11. The Committee would therefore respectfully solicit that a scheme so objectionable on all grounds, and so illusive in the advantages it seems to present to the general public, may not be confirmed by the Government of India.
- 4. I give below extracts from the replies to the communication above mentioned:

Calcutta Trades Association, -27th July 1870.

"In the absence of details as to the working of this system, the Committee does not feel itself competent to pronounce a decided opinion, although on a prima facie view of the question there appears to the Committee no reason why such a system should not succeed in India, where it would, if introduced, be a convenience both to the public and the trade. To the trade the risk which now attends the complying with orders from persons in distant parts of the country of whom little or nothing is known would certainly be greatly diminished, while to the public an easy and expeditious way of paying for goods would be secured. And nowhere would the convenience of such a system be so much appreciated as in the many small stations throughout India where no means are available to the residents for the remittance of money of Calcutta."

Madras Trades Association,-22nd August 1870.

"The Committee of this Association think that the introduction into the Indian Post Office of the Prussian system of Postal carriage of parcels and the collection of the cost of them would be very advantageous to the public. The Committee would like to see such a system have a trial in India. "The Post Office of the United States of America, I believe, performs a similar service, and it is found to work well.

"There can be no doubt that persons in some parts of the mofussil find it very inconvenient to remit small sums of money; and to such persons the system would be invaluable.

Bombay Trades Association,-31st March 1871.

"We are strongly of opinion that if you see your way towards adopting the proposed arrangement, it will be of unquestionable benefit to the public. Many of us have large transactions with the mofusil, and our experience leads us to think that considerable numbers of our constituents there would adopt this plan of paying for their purchases in preference to that of sending money in advance.

"The system would doubtless be liable to abuse, sometimes by the sender, and sometimes by the addressee of a parcel; but as the Post Office would probably protect itself against loss from such abuse, caution would soon be exercised by both parties in making use of the arrangement.

"We beg to express our cordial approval of the proposed system, if noorheed voicely. We understand that it has long been in successful operation in several European countries, and believe that it will result in a large internal development of trade in British India."

5. While in Europe in 1873-74, I found that the system of 'value-payable' parcels was not confined to the internal post of Prussia, but had been extended to

other European countries, and made to embrace international as well as internal operations. I found also that it was believed to be much valued by the public of the countries to which it had been extended.

- 6. When I made the reference to the Trades Associations in 1870, the parcel post was confined to Indian limits, and the opinions then given had reference solely to the parcel post as then existing. The parcel post has since been extended to Great Britain; and the question now at issue is, whether the 'value-payable' system, regarded for inhand purposes as an "unquestionable benefit to the public" (Bombay Association), as a thing "very advantageous to the public" (Madras Association), and as a thing likely to be "a convenience both to the public and the trade" (Calcutta Association), should not be regarded in a similar light as respects the overland service.
- 7. So far as concerns the convenience of the Indian public generally, I believe that the 'value-payable' system is beneficially applicable to overland parcels in quite the same degree as to inland parcels. As concerns the interests of that portion of the public who are engaged in trade in India, I do not feel able to regard the views held by the Calcutta Trades Association as belonging, in any considerable sense, to Indian tradesemen outside the limits of the presidency towns. And even as respects those engaged in trade in the presidency towns, I cannot but think that the effect of the measure has been wrongly estimated.
- 8. I would invite the attention of the Government to the fact that in the overland service it is proposed to limit

the amount payable on any single parcel to £10, thus placing an important restriction upon its operation as compared with the inland system. I would also mention that the average weight of an overland parcel from Great Britain to India is only 6 lbs., thus showing the very small character of the transactions for which the overland parcel post is used. The rate of charge; too, (6d. per lb. for books and 1s. per lb. for other articles), is high when compared with the cost of transmission of goods as freight from London to Calcutta, Madras, or Bombay. And having regard to these considerations, I do not see reason to anticipate a disturbance of trade operations in the presidency towns from the application of the 'value-payable' system to the overland parcel post. Such an anticipation is, to my mind, premature.

9. I cannot concur in the view expressed in the 4th paragraph of the Association's letter, to the effect that a parcel service which is admitted to be within the legitimate limits of postal organisation, so long as it is confined to one country, ceases to be so when it links two countries together. This is not the view held in those countries where the system is worked in Europe; and it seems to me obvious that if the value-payable system between Ingland and India is to be condemned on this ground, the whole overland parcel post ought to be condemned with it.

From Trades Association to Government of India.

Calcutta, 23rd February 1878.

The Committee of the Calcutta Trades Association having been informed by the Director General of the Post Office that it is his intention to lay before the Gov-

ernment of India the correspondence relating to the system of value payable parcels recently introduced into the Indian Post Office, and which it is proposed to extend to "overland parcels" booked in London for delivery in India, I have the honor to submit the following observations of the Committee on the subject:—

- 2. It will be observed, from the accompanying copy of a letter which was addressed by the Association to the Director General on the 8th December 1877, that the Committee have protested against the extension of the system to overland parcels booked in London for delivery in India. The grounds on which the Committee have based their protest are, that the extension of this system beyond the limits of British India is neither essential to the convenience of, nor called for by, the public; that it does not lie within the province of the Post Office; and, lastly, that serious injury would be caused thereby to the interests of those engaged in trade in India.
- 3. The Director General, in his answer to the protest of the Association, intimates that the proposal has been made "in the interests of the public," and with the object of "promoting the general convenience." The Committee submit that the plea of promoting the convenience of the public cannot fairly be put forward in the present case, as the public have already ample facilities for procuring goods from England through the agency of the Overland Parcel Post, and of paying for them through the Money Order Office. The Committee believe that these agencies fully meet the requirements of the general public so far as Government is justified in providing for them

- 4. The persons who would be mainly benefitted by the proposed scheme would be the London tradesmen, who do not contribute to the Indian revenue, and possess, by their residence in England, immense advantages over their Indian competitors, but who would, if the value payable parcels system comes into operation, be absolutely guaranteed by the Indian Government against risk. In addition to this, all expenses and losses by Exchange, which are now borne by the Indian tradesman before he receives his goods, and must be paid, sold or not sold, will be realized by Government from the purchaser.
- 5. The Committee do not lose sight of the fact that one of the chief objects of so important a public department as the Post Office is, to consult the convenience of the public generally, and not of any particular section thereof. They cannot, however, admit that this principle has been observed in the present case, as the English tradesman and not the public will chiefly benefit by the proposed scheme. The public have not desired it, and they seem to be fully satisfied with the facilities presented by the Overland Parcels Post and Money Order systems for getting out and paying for goods to small amounts. So far as the Trades are concerned, they would willingly see the entire scheme abandoned, rather than it should be adopted in its present objectionable form.
- 6. It must not be forgotten that the Indian tradesman is heavily taxed, and that the losses and expenses incident to business in India are exceptionally heavy; and it seems therefore contrary to sound policy and common justice that the Post Office should increase these advantages by offering facilities to tradesmen in England to

which they have no reasonable claim. No taxes are paid by them to the Indian Government, nor have they capital invested in a large stock, such as the Indian tradesman is forced, in the nature of things to maintain. They will further incur no risks, as the scheme under notice will, in its operation, secure them their money or the return of their goods. In therefore undertaking to realize and remit the price of goods sent out by them to India, the Post Office will assist a most unfair competition with the local trader, and will also place the importation of a large class of goods into this country by resident traders at a serious disadvantage.

7. The Committee trust therefore that, for the reasons herein adduced, the system of 'value-payable' parcels will not be extended to England.

From A. M. Monteath, Esq. Director General of the Post Office of India, to the Secretary, Calcutta Trades Association,-No. 8597 dated 12th February 1878.

Your letter of the 8th December, protesting against the extension of the system of 'value-payable' parcels to overland parcels booked in London for India, has been considered by me since my return from tour.

- 2. The proposal to apply the 'value-payable' system to the parcels post (inland and overland) was made in the interests of the public as a whole, the object being to promote the general convenience. It was not anticipated that any particular interest would be injured; and I am still of opinion that no injury is likely to result from the system to those engaged in trade in the presidency towns.
 - 3. But as the Calcutta Trades Association have such

a strong objection to the proposed measure on the ground of anticipated injury to the interests of those engaged in trade, I shall lay the correspondence before the Government of India.

From A. M. Monteath, Esq., Director General of the Post Office of India, to the Secretary to the Government of India, Financial Department,-No. 8598, dated 12th February 1878.

From Secretary, Calcutta Trades Association, dated 8th December 1877. To Secretary, Calcutta Trades Association, No. 8597, dated 12th February

I have the honor to forward, for the consideration and orders of the Government of India. copy of the correspondence noted on the margin, containing a protest from the Calcutta Trade Association against the extension of the system of 'value-payable'

parcels to overland parcels booked in London for India.

- 2. The Government will observe that, while intimating to the Association that I do not share their anticipation of injury to trade interests, I have said that the correspondence would be laid before the Government.
- 3. In the letter of the Calcutta Trades Association. reference is made to a correspondence which took place in 1870, and I may explain, for the information of Government, that in that year I addressed the Trades Associations of Calcutta, Madras, and Bombay describing the 'value-payable' parcel system as existing in the Prussian Post Office, and asking for an expression of their opinion "as to whether they regard the measure as one calculated materially to benefit the public in India."

From C. Bernard, Esq., Additional Scretary to the Government of India, Financial Department, to the Secretary, Calcutta Trades Association,—No. 1961, dated 21st March 1878.

Your letter, dated the 23rd February, conveying the views of the Calentia Trades Association on the proposal to extend the value-payable system to overland parcels has been considered by His Excellency the Viceroy and Governor General in Council.

- 2. In reply, I am directed to state that the extension of the value-payable system was proposed as a boon to the public of India, because that system had worked well and had been highly appreciated in European countries, and because it had already been successful in India. Your Association now submits its opinion that the proposed extension is not required by the public, that it is surrounded with many practical difficulties, and that the value-payable system, if successfully applied to overland parcels, will work much injury to the tradesmen of India and, through them, to the public.
- 3. His Excellency the Vicercy in Council considers that a representation from the Calcutta Trades Association is entitled to much consideration from the Government, and the arguments contained in your letter have accordingly been carefully weighed both by the Director General of Post Offices and by the Government. At the same time, His Excellency in Council is not satisfied that a boon of this kind, which is expected to benefit the general public should be withheld in deference to the wishes of the Trades Association. As yet no expression of opinion on the matter has reached the Government of India from any public body, besides your Association. Before taking a final decision, the Governor General in Council

will cause other representative bodies to be consulted, whether in their opinion the extension of the value-payable system to overland parcels would, or would not, be a boon to the public, especially to European residents in the interior of the country.

From Chamber to Director General of the Post Office of India.

Calcutta, 25th April 1878.

The Committee of the Chamber of Commerce have had not consideration the subject submitted in your letter No. 387 of 9th instant, and they instruct me to state, in reply, that in their opinion the extension of the value-payable system to overland parcels would be a boon to the public generally, and its advantages appreciated specially by European residents in the mofussil and at distant stations throughout India who have not convenient means of remitting money.

The proposed action of Government in this matter may perhaps, in some measure affect the interests of Indian Tradesmen, but the Committee question very much whether the injury likely to result has not been considerably over estimated by the Calcutta Association, or whether it would be of such magnitude as to justify the abandonment of a scheme which appears capable of being materially useful to the general public.

SUEZ CANAL.

The President of the Suez Canal Company having requested the Chamber to give publicity to the revised regulations for the navigation of the Canal, the Committee have inserted them in this Report as the most convenient means of bringing them to the notice of members and of having them recorded for reference at any time.

Paris, le 27 Mars 1878.

Monsieur le President,

J'ai l'honneur de vous expédier aujourd'hui, par la poste, un exemplaire du nouveau Règlement de navigation dans le Canal maritime de Suez, qui sera appliqué à dater du Ter juillet 1878.

Des modifications ayant été introduites dans le texte de ce document, je vous prie de vouloir bien en donner communication au commerce de votre ville par votre mode de publicité habituel.

Je vous serais très-obligé, Monsieur le Président, de mo faire savoir si le document que je vous transmets vous est parvenu.

Veuillez agréer, Monsieur le Président, l'assurance de ma considération très-distinguée.

> Pr Le Président, Ch. A. deLESSEPS.

Monsieur le Président de la Chambre de Commerce de Calcutta,

WORKING DEPARTMENT,

REGULATIONS FOR THE NAVIGATION

Of the Sucz Maritime Canal (1)

- "ART. 14. We hereby solemnly declare for ourselves and for our suc"cessors, under reserve of ratification by H. I. M. the Sultan the great
 "Maritime Canal from Sace to Plusium and ports belonging to it hence
 "forth and for ever open, as neutral passages to any merchant vessel
 "crossing from sea to sea without any distinction, exclusion or preference
 "whatever for persons or nationalities against the payment of dues and
 "execution of regulations established by the said Universal Company
 "gramtee for the working of the said Canal and its dependencies."
- "ART. 17. To indemnify the Company for the expenses of construc"tion, maintenance and working devolving upon them by these presents,
 we authorise the Company henceforth, and during the whole term of
 "their lease as determined by clauses I and 3 of the preceding article, to
 "establish and levy for the passage thre' the Canals and ports theremuto
 "appertaining navigation, pilotage, towage, tracking or berthing dues
 "according to tariffs which they shall be at liberty to modify at all times
 "upon the following express conditions:
- "1st. That these dues be collected without exception or favour from all ships, under like conditions.
- "2nd. That the tariffs be published three months before they come into force, in the capitals and principal commercial ports of all nations whom they may concern.
- "3rd. That for the special navigation due the maximum toll shall not exceed ten francs per ton of capacity on vessels and per head of "passenger."

(Extract from the act of concession dated 5th January 1856.) ARTICLE FIRST.

Before entering the Canal captains of ships shall bind themselves on receiving a copy of the present regulations to abide by and conform themselves in all points to all required arrangements made in view of the execution of these regulations.

ART. 2.

The Sucz Canal having a depth of eight metres (26 ft. 3 in english) throughout its entire length, is open to ships of all nationalities, provided

that their draft of water does not exceed seven metres and a half 24 ft, 7 in english), and that they conform to the following conditions:

Sailing vessels above fifty tons are bound to be towed thro'.

Steam vessels may pass thro' the Canal by means of their own steam power or be towed subject to the conditions hereafter noted (2)

ART. 3.

The maximum speed of all ships passing thro' the Canal, is fixed at ten (10) kilometres equal to 5\(\frac{1}{3}\) nautical miles per hour.

These regulations are to come into force on and after the 1st of July 1878. Previous regulations are hereby annulled.

(2) Of course, the towage of steamers through the Canal is not compulsory on the Company; it will only be performed in so far as they have unengaged tugboats.

ART. 4.

Every vessel measuring more than hundred (100) tons gross must take on board a Company's pilot for the whole length of the Canal, who will indicate all particulars concerning the passage through.

The captain is held responsible for all groundings and accidents of whatsoever kind, resulting from the management and manœuvring of his ship.

Filots place at the disposal of capitains of vessels their experience and practical knowledge of the Canal; but as they cannot be specially acquainted with the defects or peculiarities of each steamer and her machinery, in stopping, steering, etc., the responsibility, as regards the management of the ship, devolves solely upon the capitain.

ART. 5.

When a ship intending to proceed through the Cahal shall have dropped anchor either at Port-Said or Sace, the Captain must enter his ship at the Transit Office and pay all dues for passage, as also for pilotage, towage and berthing when such be the case, a receipt for the same shall be delivered to him, which will serve as justification whenever rounired.

The following written information to be handed in by the captain: Name and nationality of the ship,
Name of the captain,
Names of the owners and charterers,
Port of sailing.

Port of destination,

Draft of water,

Number of passengers as shewn by the shipping list,

Statement of crew as shown by the muster roll and its schedules, Capacity of the ship according to the legal measurement ascertained

by producing the special Canal certificate, or the ship's official papers established in conformity with the Rules of the International Tonnage Commission, assembled at Constantinople in 1873,

ART. 6.

The Company determine the hour of departure of each ship and her subsequent stoppages at sidings, in such manner as to give full security for the navigation as well as to ensure as much as possible the rapid passage of mail steamers.

Therefore no ship can require as a right an immediate passage through the Canal neither will any claim be admitted in connection with any delay originating from the foregoing causes.

ART. 7.

All ships on entering the Canal are to be prepared by bracing their yards forward, running in their flying jib and jib-booms and swinging their boats in board.

In addition to their two bow anchors they must carry at the stern ready for letting go at the request of the pilot a strong kedge with a stout hawser bent on sufficient to hold the ship.

ART. 8.

- · § 1. During a ship's passage through the Canal, she must have a boat towing astern containing a hawser in readiness for being promptly fastened to any mooring post on either side of the Canal.
- § 2. The captain is required to establish a watch both by day and night; the men to be in readiness to case away or cut hawsers as may be required.

Every ship made fast on four hawsers must slacken those moored to leeward, in order to give free passage to tugs, steam launches, hopperbarges and any other craft of a light draft, that shall have to pass her.

§ 3. Navigation by night time is only authorized under exceptional circumstances and under the captain's full responsibility assumed in writing as far as any delay, mishap and damages that might happen to

his own ship are concerned, as well as such aforesaid occurrences as he might cause to other ships in transit or to the Company's craft and plant to be found in the Canal (1).

While navigating by night time under the above authorized conditions ships must carry their usual lights and have a man on the look-out for-

Ships moored during night time must shew a white light forward and another aft with the usual look-out,

- . At the approach of tugs, steam launches, hopper-barges, etc., or of a ship empowered to pass them, they must show the side for free passage, by exhibiting on such side two white lights.
- § 4. All steamers, tugs included, must blow their steam whistles when approaching the curves of the Camal, also when passing in citized their bloods or lighters, dredgers or any thing also afloat. They must stop when the Canal appears not to be clear. They must pass along all stiding, stone or earth-work yards, ressells made fast or under weigh, hopper-barges, dredgers and any other other craft at a rollected sneed.
- § 5. Whenever a collision appears probable no ship must hesitate to take the ground and thus avoid the collision. The expenses consequent upon a grounding under these circumstances shall be defrayed by the ship in fault.
- § 6. When two vessels proceeding in an opposite direction are in sight of each other, they must both decrease their speed and hug the starboard shore or stop if so required by the pilot.
- § 7. Ships proceeding in the same direction are not allowed to pass each other in the Canal.

This move, when necessary, can only be effected at the sidings, under the immediate management of the Canal Company's Employes,

ART.

When circumstances arise that oblige a ship to stop during her passage through the Cantal and when a siding is not at hand, which must always be reached if possible, the captain must make first shead and astern to the weather bank, shewing the proper signal by day, and two lights by night, forward and aff: as already mentioned. In the event of a grounding, the agents of the Company alone shall have the right to direct all operations by which a vested is to be floated off again, to unload and tow the vessel as may be necessary, by means of the plant and stock which the Company has at hand, at the expense of the vessel unless it be regularly proved that there was an insufficient depth of water in the canal or that erroneous direction by the pilot had caused the grounding.

The aforesaid costs of floating, towing, discharging and reloading, etc., must be paid according to the account or estimate of the Company, before the departure of the ship from Port-Said or Sucz,

All manœuvres with the object of helping to refloat a grounded vessel are formally prohibited to other ships in transit.

ART 10.

The following prohibitions are hereby notified:

- § 1st. The overloading of the deck, before entering the Canal, with coals or other merchandise to such an extent as to compromise the general stability of the vessel.
- § 2. The auchoring of a ship in the Canal except through unavoidable circumstances and then only with the consent of the pilot,
- 3. Throwing into Canal carth, ashes, cinders or material of any kind,
- § 4. Picking up, without the direct intervention of the Company's agents any thing that may have fallen into the Canal.

Should any material of whatever kind. fall overboard, the circumstances are to be immediately made known to the pilot, who is instructed to transmit such information to the Company's agent at the nearest station.

- The recovery of all material that has fallen into the Caual, whatevermay be the attendant circumstances, shall be carried out at the expense of the captain, to whom such material will be restored when the aforesaid expenses are paid thereon,
- § 5. It is expressly forbidden, and on penalty of legal proceedings, to masters of ships while in the Canal or in the ports or sidings therenot appertaining, to allow shots being fired from board ship.

ART. 11.

1. The net tomage resulting from the system of measurementlaid down by the internal Commission of Constantinople and inscribed:

Navigation by night time and by foggy weather in the Bitter Lakes is also but exceptionally authorized and under the same conditions.

on the special certificates issued by the competent anthorities or on the slip's official papers is the basis for levying the special navigation due of ten (10) frames and the surfax of three (3) frames already reduced to two frames fifty (2 fr. 50) and further reducible at the periods stipulated by the Convention of Fohrmany 21st 1876, approved of the 30th Match 1877 by the Sublime Port (1).

In levying the dues, any alteration of net tonnage subsequent to the delivery of the above mentioned certificate or papers, shall be taken into

2. The canal authorities may ascertain whether cargo or passengers are carried in any spaces which, as shown by the certificate of tonnage, have not been included in the gross measurements, or which were allowed as deductions for the accommodation of the crew after measurement, or which being within the engine, boiler or bunker space, form no part of the not tonnage shown on the certificate;

And generally may verify whether all the spaces which ought to be included in the tonnage are entered on the certificate and are exactly determined thereon.

- 3. Every vessel not provided with a special certificate or official papers giving the net tonnage laid down by the Constantinople Commission, shall be measured by the Company's agents in conformity with the Constantinople rules, and shall pay her dues according to such measurement, until she produces a special certificate from the authorities of the row country.
- 4. Vessels of war, vessels constructed or chartered for the transport of troops, and vessels in ballast are exempted from the surtax: said ships pay the special navigation due of ten (10) frames per ton on the net tomage defined by the Constantinople Commission.
- 5. Any ship carrying mails or passengers or having in her holds coals or other merchandise in whatever quantity, is not considered as being in ballast.
- 6. The charge of ten (10) frames per passenger above twelve years of age or of five (5) frames per passenger from 3 to 12 years old, as well as the transit dues, must be prepaid on entering the canai at Port-Said or Sucz.

And page to the "Convention of February 21st 1876, approved of the 30th March 1877 by the Sublime Perts."

7. The berthing or anchorage dues at Pert-Said, Isnailia and opposite the Company's embankment at Sacz are fixed at 0 fr. 02 centimes per day per ton after a stay of twenty-four (23) hours and for an unlimited time, the berth of the ship being assigned to her by the harbourmaster. The anomust will be collected every ten days.

8. Errors in the declaration of tomage or in the levying of the dues must be rectified within a month after the ship's passage through the canal. After this delay rectifications will not be admitted; no erroneous application of the tariff can ever be brought forward as a precedent against the Company.

Transitory provisions.

A surlax of four (4) francs, in addition to the tax of ten (10) francs, shall be levied per net register ten on steamers whenever the deductions due to engines have been determined under § A of clause XXIII of the British Act of 1854 defining rule III (1).

The gross tonange of ships not measured under Moorsom's system is brought into accordance with that system by the application of the Lower-Danube scale of factors, and their net tonange is determined according to § A of clause XXIII of the above-named British Act; they shall pay, over and above the tax of ten (10) Iranes, a surtax of four (4) francs per ton on their net tonange.

ART. 12

The charges for towage in the Canal by the working stock of the Company are fixed as follows:

For sailing vessels measuring 400 tons and under, 1,200 francs; for sailing vessels measuring above 400 tons, 1,200 francs for the first 400 tons and 21, francs for every surplus ton.

For steamers measuring above 400 tons, 2 francs per ton, without any distinction, upon their whole tonuage, but on the condition that they use their propelling power, or keep it in readiness for assisting the tug.

Steamers measuring under 400 tons, also steamers not intending to give the assistance of their propelling power will pay the same as sailing vessels.

⁽¹⁾ See page 9 the "Extract from the final Report summing up the proceedings of the international tempage Commission assembled at Constantinople, in 1873." And page 10 the "Convention of February 21st 1876, approved of the 36th March

⁽¹⁾ The Constantinople decision has provided no reduction of the surfax of four (4) fracts. The company thinking that ships would provide themselves within the least delay with the special tomage certificates prescribed by the visid decking, has allowed a reduction of 50 centimes per ton on ships bearing former official papers.

a requestion of section 1 st of January 1879 every vessel not bester of a Suez canal from and after the 1st of January 1879 every vessel not bester of a Suez canal special tomage certificate, shall pay the full surfax of four (4) francs.

The charges for towage in the roads by the working stock of the Company, on ships applying for such service, are fixed as follow:

For steamers or sailing ships, without distinction, the tariff is 0 fr. 25 centimes per ton of net tonnage, for the distance between the inner basins and the end of the Jetties and reciprocally: the amount levied never to be under fifty 630 frames.

For towage to a greater distance the amount shall be settled by private agreement,

In the event of compulsory stoppage or grounding in the Canal or in the ports thereunto appertaining, the agents of the Company shall have the right to employ, of their own accord, a tag to re-establish a free passage and thus avoid delaying other vessels; all charges to be defrayed by the ships thus assisted in conformity with article 9.

The charge under the circumstances now described will be for every twelve hours:

Whenever a ship shall have been floated off, and continued her route under tow of a tug, she must in addition defray the services of the tug according to the tariff of charges.

When a ship shall require a tug to accompany her, the charge for such services will be 1,200 francs a day, if a tug of the first class be employed, and 800 francs a day for a tug of the second class. In the event of a stoppage the tug will render assistance in getting the vessel under weigh, each time that it may be necessary. If the vessel is towed any distance exceeding that of one station from another, the charge for towage may be demanded in lieu of the tariff fixed for accompanying her.

It is hereby provided that when a tug shall only have accompanied or towed a vessel one half of the length of the Canal, 600 finnes shall be lovied for the return trip of a first class, and 400 frances for a second class tug, and one half only of the total towage dues shall be charged. No other division than that of half shall be allowed; from Ismailia to Fort-Said being considered one half on one side and from Ismailia to Snew the other half, on the other side.

All ships towed must furnish their own warps,

For the towing of monitors, loaded or empty lighters and other exceptional vessels, arrangements by contract to be made by private agree-

Shipowners are authorized to have their vessels towed and accompanied by their own steam tugs, all responsibility connected with such acts devolving upon themselves.

Such tugs are to be approved of by the Canal Company.

Ships towed or accompanied by tugs belonging to their owners will pay 0 fr. 50 cent. (fifty centimes) per ton as towage dues.

Such tugs whenever they shall tow or accompany vessels belonging to their own proper owners will be free of any tax whatever.

Whenever they shall go through the Canal for the purpose of meeting vessels of their owners which they are entitled to tow or accompany, or otherwise returning to their usual residence after having towed or accompanied them through, said tags shall not be submitted to payment of the special navigation dues but they will be obliged to pay pilotage dues and take a pilot on board,

Tugs in question are subject to berthing dues.

Any transport of goods or passengers is prohibited to them; the fact of having on board passengers or goods would entail upon them the payment of all dues and charges to which ships in transit are subject.

Whenever said tugs shall be used for towing or accompanying vessels not belonging to their own proper owners, the same dues and charges shall be levied on them as on ships in transit.

Besides the special treatment specified by the present article, tugs belonging to private owners shall be subject to the strict observance of the present regulations concerning vessels berthing or in transit.

The pilotage charges for traversing the canal are levied according to draft of water and are as follows:

All ships whose draft of water is 3 metres or under, 5 francs for each decimetre of immersion:

All ships drawing from 3 m, to 4 m, 50 - 10 fr, per decimetre.

. Pilotage charges for entering the port of Port-Said and leaving the same are fixed as follows:

	Tilletene les des dime	steamers	25 franc	
	Pilotage by day-time	sailing ships	10	,,
	Pilotage by night-time before	steamers	50	,,
61	inrise and after sunset	sailing ships	20	,,

The payment of the pilotage charge for entering the port of Port-Said and leaving the same is compulsory on every ship measuring one hundred (100) tons gross and upwards.

Whatever length of time ships may stay in the harbour of Port-Said and whatever commercial operations they may transact there, total remission will be made of the pilotage changes for day-time entrance, or remission of half the charge for night-time entrance, provided that immediately a arrival in port it be declared either to the pilot in charge or to the company's agency that they are intended for transit.

In default of such declaration, pilotage charges for entrance in harbour incumbent on non-transiting vessels shall be levied.

The charge for pilotage by night-time on entering the port of Port-Said or leaving the same is fixed as follows for ships performing the passage of the Canal:

Twenty (20) frames per day is levied for pilots kept on board in case of berthing (1).

ART. 14.

The Company receive at their Offices in Paris, payments in advance on account of transit and any other dues specified in the present regulations either from shipowners direct, or thro' the medium of Agents employed by shipowners at their own risk and peril.

The Administration in Paris will give, on receiving such amounts in deposit receipts of the same, which can be handed over as cash to the Company's Agents in Egypt entitled to collect the dues,

The Company's Agents catilided to collect the dues in Egypt, are moreover empowered with respect to ships whose owners have made the above payments for transit in advances in Paris at the Company's cash office, to accept the capitain's dust at sight on the owners for any balance that may be due for pilotage and other charges.

In the event of payments in advance not being effected in time to remit receipts thereof to the captains, the Company will inform by telegraph, their Agents in Egypt of the amounts so paid. The cost of telegrams to be defrayed by the shipowners.

This last clause is equally applicable to payments in advance made in Paris for dues of ships coming from beyond or castward of Suez,

(Sigd.) FRED, DI LESSEPS,
Paris, March 12th, 1878. President-Director.

Provisionally and until further orders, ships, larges, lighters and other craft, either coming in ballast or empty from Port-Said under orders for Ismailia or returning from Ismailia to Port-Said with cargoes of native produce; or bringing from Port-Said to Ismailla cargoes bound to distincts of Lower Egypt next to the Canal, and returning empty or in ballast from Ismailia to Port Said, shall be exempted, either outward or homeward bound whether they be empty or in ballest, from the special navigation daes and shall only be subject to the payment of five (5) frames per ton and of the surfax settled by the Constantinople Commissioner, representing the special navigation daes on half the length of the Canal for their passage when loaded outward or homeward hound.

Such toll is to be prepaid when said ships, barges, lighters or other craft enter the Canal in ballast or empty to go and take eargo of native produce at Ismailia as well as when loaded.

· As regards dues or charges other than the special navigation dues (viz; berthing, pilotage, towage dues, etc.), said ships, barges, lighters or other craft are bound to pay them in full.

⁽¹⁾ In the pilotage charges are included remuneration for maintenance of beacons, sidings, telegraphy, watch men, signals and other means established by the Company along the canal to ensure, in every way, the safety and good navigation of ships.

FUNDS OF THE CHAMBER

The Chamber's balance on 30th April 1878 amounted to Rupees 4,539-14-8, exclusive of Rupees 12,000 in 4 per cent. Government Securities.

S. COCHRANE,

Vice President.

APPENDIX.

FUNDS OF THE CHAMBER.
Statement of the Funds of the Bengal Chamber of Commerce
from 1st November 1877 to 80th April 1878.

e; -		0	. 1	- u
4 0		00	- 1	1 %
Rs. A. P. Rs. A. F. 261 7 3 9750 0 1	12,000 240	10,728 8		W. I. WOOD,
Rs. A. P. 499 1 10 2,261 7 3	::0	8 0		H. W. I. WOOD,
Rs. 499 2,261	7,826 0 0	2,902 8 0	f	H H
877— 1gal	1.	other		Бij
P. (By Balance of 1st Nov. 1877—Cash in Bank of Bengal	. ther	and		표 표
alance of 1st] Jash in Bank o	ent Pa thereor	se Current publications	٠.	
Salance Cash in	" Government Paper " Interest thereon " Subscriptions	rnce Current and publications		
34.3		ξ ·		
7.000	10	80	Τ,	- 1i
J0 C 61	63	2	- 1.	4
Rs. 6 900 5,361 2,928	9,189	16,539 14 8	001	1, 12, 12, 12, 13, 14, 15, 15, 15, 15, 15, 15, 15, 15, 15, 15
111	8 m			Sage Sage Sage Sage Sage Sage Sage Sage
	ngal 738	TZ,000	é	2
111	alance— Cash in Bank of Bongal ,, in hand	31		
rt eral	nk of E	191		بسب
Office Rent Establishment Charges General	ance— ash in Bank ", in hand	n rai		ma, 1 1878.
To Office Rent Establishment ,, Charges General	To Balance— Cash in 1	сомегинева гарег		Caloutra, 30th April 1878,
2	_0	5		#

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, except as regards the measurement of Cotton, Henry, Juto, Juto Cuttings, Rhea, Safflower, and other articles similarly packed, which, under the Chamber's Resolution of 13th June 1872, had effect from 1st July 1873.

ARTIC	LES.		Cwt. per Ton Nett	Cubic feet per Ton,
Aloes, in bags and boxes			20	
Alum, in ditto			20	
Aniseed, in bags			8	
Arrowroot, in cases			_	50
Arsenic, in bags or cases			20	1
Asafœtida, in bags and bo	res		20	
Apparel, in boxes				
Bark, in bags		•••	8	50
Bees' Wax	***	•••		
Barilla	• •••	•••	20 gro	SS
Betel-nut	•••	•••	20	
Books	***	•••	20	*****
Borax	•••	•••		50
Bran	•••	• • • •	20	*****
Brimstone		•••	14	•
Bullion	•••	••• [20	******
Cake-lae, in bags	***			r cent.
Camphor, in cases			16	
Cardamoms, in robins	•••			50
			8	
boxes]		50
Cassia, in boxes				50
, bags		}	12	
Castor Seed			15	
Chillies, (dry) in bags			8	
China Root, in bags			11 1	******
,, boxes				50
Chiretta		1		50
Churrah			14	
Cigars				50
Cloves, in bags			8	
,, boxes			[50
Coals			20	
Cochineal		/		50
Coffee, in bags		::: [18	
, casks			16.	•••••
,,		*** [10.	******

ARTICLI	es.		Cwt. per Ton Nett.	Cubic feet per Ton.
Coral, rough			20	
Coir, loose and unscrewed		•••	. 12	******
Copras, or Cocoanut Kerne		•••	14	•••
Doriander Seed			12	
Cotton				50
Cówries		•••	20	******
Cummin Seed			8	
Black			8	
Cutch, in bags			18	
Dates, wet			20	
			16	
Dholl ary			20	
Elephants' Teeth in bulk		•••	20	
Furniture				50
Garlic and Onions			12	
	. ***	•••	16	
Ginger Gram		***	20	
	•••			50
Gums, in cases Gunny Bags and Gunny Cl				50
				50
Gunjah	•••			50
Hemp		***		
Hides, Buffalo, or Cow, cu	m:		14 20	
Hoofs, Horn Shavings and	Tips			******
Horns, Cow, Buffalo, or De			20	
India Rubber, in bags	•••	•••	16	
,, in cases	***	•••		50
Indigo		•••		50
Iron	***	•••	20	
Jute	•••	•••		50
Jute Cuttings	•••	•••		50
Lac Dye	•••	•••		50
Lard	•••	•••	20 gro	ss.
Linseed	•••		20	
Mace	•••	•••		50
Machinery	•••	•••	20	
Metals	•••	•••	20	
Mathie Seed	•••	•••	18	
Mirabolams	•••	•••	16	l
Molasses	•••	• • • • • • • • • • • • • • • • • • • •	2 puncheon	s or 4 hhd
Mother o'Pearl, in bags	•••	••	20	
,, chests	•••	•••	20	
Munjcet	•••	•••		50
Mustard or Rape Seed			20	
Niger Seed			20	
Nutmegs, in cases or casks	3		1	50

ARTICL	ES.	Cwt. per Ton Nett.	Cubic feet per Ton.
ARTICL Nux Vomica Oats Oats Oil, in cases Peas Peas Peas Peas Peas Peas Peas		Ton Nett. 16 16 16 16 16 20 12 14 20 10 20 20 20 20 20 20 20 20 20 20 20 20 20	feet per Ton
Saltpotro Salt Saltpotro Salt Saltpotro Salt Saltpotro Salt Saltpotro Salt Saltpotro Salt Saltpotro Saltpo		 20 gros 20 20 20 20 20 20 16 20 16 20 17 18 19 11 11 11 11 11 11 11 11 11 11 11 11	50 50 50 50 50 50 50 50 50

ARTICL	es.		Cwt. per Ton Nett.	Cubic feet per Ton.
Sugar ; Tailow, in cases or casks Taile Tale Tamarinds, in cases or cas Tapicoa Tea Teel Seed Timber, round Tim's squared Tobseco, in bales Toverse Shells, in chests Turmers	ks		20 20 20 20 20 20 20 16	50 50 50 50 50
Wool	:::	• • • • • • • • • • • • • • • • • • • •	20	50

1. Goods in Casles or Cases to be calculated gross weight when paying freight by weight; and where freight is much payable on measurement, the measurement be taken on the Oustom 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 Scowe-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 serewed in bales varying from 300 to 400 lbs.

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

H. W. I. WOOD,

Scoretary.

SCHEDULE OF COMMISSION CHARGES,

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

1.

10.

11.

On the sale, purchase, or shipment of Bullion, G Dust or Coin	old 	1	per cen
On the purchase (when in funds) or sale of Ind Raw Silk, Silk Piece Goods, Opium, Pearls, 1	Pre-		
cious Stones, or Jewellery	. • • •	21	27
On purchasing ditto when funds are provided the Agent	bу 		,,
On the sale or purchase of all other goods— commission in all cases to be charged upon gross amount of sales, and in regard to p chases upon both cost and charges	tho	5	n
On returns for Consignments if made in produce	٠	21	,,
On returns of Consignments if in Bills, Bullion,	or		
Treasure		1	,,
On accepting Bills against Consignments	٠.,	1	12
On the sale or purchase of Ships, Factories, Hou Lands, and all property of a like description		2 <u>1</u>	.,
On goods and treasure consigned, and all other perty of any description referred to Agency sale, whether advanced upon or otherwise, whe shall afterwards be withdrawn; and on go consigned for conditional delivery to others so delivered, on invoice amount at 22, per rup	for ich ods and	ha	alf com,
On making advances or procuring loans of mor for commercial purposes, when the aggreg commission does not exceed 5 per cent	ate	21/2	per cent
On ordering, or receiving and delivering goods, superintending the fulfilment of contracts, or the shipment of goods, where no other Comm	$^{ m on}$		
sion is derived	•••	$2\frac{1}{2}$	"

					1
	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 2	21 per cent.		1 .
	13.	On del-credere or guaranteeing the due realization of	ag per cent.		1
	14.	sales 2. On the management of Estates for Executors or	<u>1</u> ,,		-
٠,	14,	Administrators 2	1 ,,		1
	15.	On chartering ships or engaging tonnage for con-	- "		
		stituents for vessels to proceed to outports for loading 2			
	16.		î n		
		manders of ships for cabin passengers, on the			
		amount of passage money, whether the same shall pass through the Agent's hands or not 2.	1 .		i
	17.	On procuring freight for a ship by a shipping order	2 n		
		or charter, or on procuring employment for a		7.5	j
	•	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			
	19.	the gross amount of earnings 5 On engaging troops for a ship to Great Britain or	"		
	10.	elsewhere, on the gross amount of passage money			
		for rank and file 2	1 ,		
	20.	On realising inward freight, inward troop, Emigrant, or Cabin passage money 2			i
	21.	or Cabin passage money 2 On landing and re-shipping goods from any vessel	· ·		
	41.	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 con- cerned on the declared value of all such goods			1
•		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 2 If Treasure, Precious Stones, or Jewellery 1	- "		
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	. ,,		1
		•			1

22.	On offecting Insurances, whether on lives or pro-	
	perty ½ per c	ent,
23.	On settling Insurance claims, losses, and averages	
	of all classes, and on procuring returns of pre-	
	mium 2½ ,1	
24.	On drawing, purchasing, selling, or negotiating Bills	
	of Exchange 1 ,	
25.	On debts or other claims when a process at law or	
	arbitration is incurred in claiming them 21	
	0. (6	
26.	On Dille of Prohongs astropol distances 1	
27.	On collecting House Rent 2½ ,,	
28.	On ship's Disbursements 2½ ,,	
29.	On realising Bottomry Bonds, or negotiating any	
29.	1n on nomendantia	
30.	On annualism Lattern of Coulds	
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 13	
32.	On delivering up Government Securities and Bank	
	or other Joint Stock Shares, on the market value 1	
33.		
	(less the balance brought forward) upon which	
	no Commission amounting to 5 per cent. has	
	been charged $\frac{1}{2}$ u	
	Brokerage when paid is to be separately charged.	

H. W. I. WOOD,

Secretary.

MEMBERS OF THE CHAMBER OF COMMERCE.

Aikman, J., Esq., Acting Agent, Char-tered Bank of India, Australia and China. Agelasto, A. and Co. Apear and Co. Ashburner and Co. Anderson, Wright and Co. Barlow and Co. Begg, Dunlop and Co. Bulloch Wellsted and Co., (Mofussil.) Carlisles Nephews and Co. Carritt & Co. Cochrane, S., Manager, Agra Bank, Limited. Colvin, Cowie and Co. Crooke, Rome and Co. Cox, Henry S. Cohn Brothers and Fuchs. DeSouza, Thos, and Co. Duncan Brothers and Co. Dwarkanath Dutt and Co. Ede and Hobson. Ernsthausen and Oesterley. Ewing and Co. Elliott, John and Co. Ezra, E. D. I. Fergusson, J. H. and Co. Finlay, Muir and Co. Gisborne and Co. Got, Bru & Co. Graf and Banziger. Graham and Co. Grindlay and Co. Gubbay, Elias S. Harper, G. Esq., Agent, Oriental Bank Corporation. Henderson George and Co. Heilgers, F. W. and Co. Herbert, C. H., Esq., Agent, Chartered Mercantile Bank of India, London Hoare, Miller and Co. Howe, Goodwin & Cole. Huber and Co. Jardine, Skinner and Co. Kettlewell, Bullen and Co.

Kelly and Co.

Ker, Dods and Co.

King, Hamilton and Co. Longmuir, T., Manager, Delki and London Bank, Limited. Mackillican, J. and Co. Macallister, R. and Co. Mackinnon, Mackenzie and Co. Mackenzie, Lyall and Co. Macneill and Co. Macknight, Anderson and Co. McIntosh, A. R. & Co. Moran, W. and Co. Nicol, Fleming and Co Oldmeyer and Hadenfeldt.
Payn, T. Esq., Manager, Comptoir
d'Escompte de Paris. Petrocochino Brothers. Prawnkisson Law and Co.
Prestage, F. Esq., Agent of the Eastern
Bengal Railway Company. Ralli Brothers. Ralli and Mavrojani. Reinhold and Co. Robert and Charriol. Rentiers and Co. Schroder, Smidt and Co. Schoene, Kilburn and Co. Sassoon, David and Co. Shaw, Finlayson and Co. Steel Octavius & Co. Thomas, J. and Co. Turner, Morrison and Co. Toulmin, L. W. and Co. Tamvaco and Co. Tambaci, Paul and Son. Ullmann, Hirschhorn and Co. Valetta, N. J. and Co. Weinholt Brothers. Weinhoit Brothers.
Winton, J. Agent, Hong-Kong and
Shanghai Banking Corporation.
Wilkinson, Captain C. J., Superintendent P. do Company.
Wilson, H. F., (Mofussil.)
Windram, J., Manager, National Bank
of India. Whitney Brothers and Co. Williamson Brothers and Co. Wiseman, Mitchell, Reid and Co. Yule, Andrew and Co.

Honorary Member.

J. A. Crawford, c. s., late Collector of Customs.

RULES AND REGULATIONS

OF THE

BENGAL CHAMBER OF COMMERCE,

First That the Society shall be styled "The Bengal Chamber of Commerce."

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

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

Fourth....That candidates for admission as members of the Chamber shall be proposed and seconded by two members, and may

be elected by the Committee provisionally, such election being subject to confirmation at the next ensuing General Meeting.

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

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

Seventh... That the business and funds of the Chamber shall be managed by a Committee of not less than five nor more than seven members, including the President and Vice-President, 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. Three to form a quorum.

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

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

It is specially requested that before a member is returned to serve on the Committee his nominator shall have ascertained his willingness to accept office in the event of his election by voting cards.

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 Com-

- mittee may consider convenient for the despatch of business.
- Sixteenth. That any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business.
- Seventeenth. That on the requisition of any five members of the Chamber, the President, or, in his absence, the Vice-President, or Chairman of Committee, shall call a Special General Meeting, to be held within 15 days subsequent to receipt of such requisition.
- Eighteenth. That every subscribing firm or bank shall be entitled to one vote only, and that the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.
- Nineteenth. That parties holding powers of procuration shall, in the absence of their principals, be entitled to vote.
- Twentieth.That voting by proxy shall be allowed; provided proxies are in favour of members of the Chamber.
- Twenty-first. That the Chamber reserves to itself the right of expelling any of its members;

such expulsion to be decided by the votes of three-fourths of members present in person or by proxy at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

Twenty-second. That strangers visiting the Presidency may be admitted by the Committee as honorary members for a period not exceeding two months.

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

